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No. 27,470 HONG KONG, THURSDAY, APRIL 24, 1930. PRICE \$3.00 Per Month.

FIERCE STRUGGLE IN NORTH.

SERIOUS WAR DEVELOPMENT PROCEEDING Apace.

CHUNHSIEN RETAKEN.

NATIONAL REINFORCEMENTS ROUT REBELS.

Shanghai, Yesterday.

The northern war appears to have commenced in earnest last week-end, following on report on the one hand of the arrival of Feng Yu-shiang at Chengchow, and the announcement of Yen Hsi-shan's proceeding to Shihchiachuan and on the other, of President Chiang's decision to go to Hankow yesterday for troop inspection—an indication that serious war development is proceeding apace.

On the Lung-Hai line, a fierce struggle between the rebels under Sun Tien-ying and the National forces took place at Sikshan on the morning of April 18, and was still in progress up to the same afternoon. During the engagement, a contingent of Sun's troops assaulted Kwoyang from Mochow in an attempt to break the line of defence between Hsuehchow and Sikshan, in order to attack Pengpu directly, but were subsequently repulsed by the National forces of the 3rd Division under Chen Chi-cheng.

SEVERE STRUGGLE.

In the meantime, National reinforcements of the 2nd Division under Koo Tzu-tung were rushed to the battle area, and they succeeded in surrounding Sun's rebels. The Kuomintang under Wan Tsun-tsoi, despatched by Feng Yu-shiang to relieve Sun's troops, have arrived at the front, and are engaging the National forces in a severe struggle, the result still hanging fire.

Chunhsien, on the northern border of Hupeh, which was captured by the 2nd Division of the Kuomintang a few days ago, has been retaken by the National forces under Chang Fan, the Kuomintang having retreated towards Chingtzukuan Pass. There is now no trace of the enemy along Yuanho, Takuanshan and Peishiangshan on the northern border of Hupeh, according to General Hsu Yuan-chuan's report to Nanking.

The generals stationed in the northern sector of Hupeh have received order from the Field H.Q. at Hankow, to drive the Kuomintang under Chang Wai-ai and Tien Chin-lai towards Cheuchow and Nanchang, in south-west of Honan.

Frickle Policy.
The frickle policy of Shih Yu-san is becoming a standing joke. He was an ex-Kuomintang General under Feng Yu-shiang, but at the last outbreak of the Kuomintang, he turned over to the Central Government. When he received instructions to be transferred to Canton to participate in the anti-Ironside-Kwangsi campaign, he mutilated at Pukow. Shortly afterwards, he again pledged his loyalty to the Central Government, which subsequently appointed him Commander of Bandit Suppression in Honan. In the recent Yen-Feng revolt, he switched round and again declared himself in favour of Yen and afterwards invaded Shantung and captured Tachow, where he unaccountably decided not to advance further, so that his attitude is regarded by the Shansi Party with much suspicion.

Now, he is reported to have cabled to General Chang Hsueh-liang that he does not desire to assist either party in the present war, and that he is at present forced by circumstances to station his troops along Tachow. He further adds that he is willing to lead his entire force to Mukden and to place himself under the order of General Chang, if the latter accepts his offer. Shih's cable in full as forwarded by General Chang to the Central Government for its information on April 19.

Feng Yu-shiang.
Now that Feng Yu-shiang has arrived at Chengchow, he will make it his H.Q. it is reported. Feng summoned on April 20 Generals Lu Chung-lin, Sun Liang-ching, Soong Chih-yuan and Hsu Yung-chang for a meeting, which decided to take the offensive on Hsuehchow and Hankow shortly. It is understood that 100,000 Kuomintang have massed on the line between Chengchow and Kaifeng. Yen has wired to Feng that he expects to arrive at Chengchow on April 25, when an importance conference is to be held, to which Li Chung-lin, Hsueh Shao-tung and Pei Hsueh-jai will send representatives to participate.

The Ping-Han Line.
The railway traffic on the Ping-Han line is still maintained from Peking to Chengchow, and from Hankow to Yen-cheng, freight trains being only available between Hsuehchow and Yen-cheng.

Tai-Tai-yuan. The former military governor of Kwangsi has been interviewed by President Tiao Kuo, asking him for

STOP PRESS

Columbus, Yesterday.
A pitiful sight was witnessed in the penitentiary when the relatives of 318 dead convicts came to claim the bodies. They tearfully formed a queue outside the Governor's office, where the Governor's 10-year-old daughter received them. The American Legion has offered a military funeral to all relatives of ex-soldiers among the dead.

There are 133 convicts still in hospital. In the course of the enquiry, which is being held in the prison, the chief of the Fire Brigade expressed the opinion that the convicts might have been saved if they had been released from their cells as soon as the fire was discovered. The prison chaplain declared that if the Governor had not gone outside the walls he would certainly have been killed by the convicts, who were "engaged beyond human endurance by the thought of the sufferings and tortures of their mates."—Reuter's American Service.

Tokyo, To-day.
The Kameyoshi Maru's crew have been rescued by a Chinese steamer and taken to Amoy, according to Navy Office reports.—Reuter.

Tokyo, To-day.
It is authoritatively understood that the members of the Cabinet have under discussion the creation of Admiral Wakatsuki as a Baron after the ratification of the Naval Treaty.—Reuter.

chen with a personal letter to Marshal Wu, urging him to raise a new army.

Wu Pei-fu.
Having received \$200,000 from Yen Hsi-shan, General Liu Chen-hou of Szechuan has mobilised his troops to proceed from Suifu to Shensi to participate in the campaign against the Central Government. One brigade is already on the way. Marshal Wu Pei-fu is said personally to direct Liu's army.

Amunition To Kwangsi.
It has come to the knowledge of the G.H.Q. at Nanking that Yen Hsi-shan has sent a large quantity of amunition to Lungchow, via Annam for the support of the Ironside-Kwangsi-Ita. Wires have been sent to various ports to keep a sharp watch on the contraband.

The Notorious Chang.
General Liu Chen-hou, Commander of the Police Force in the Chingtung Peninsula, reports that a number of reactionaries consisting principally of followers of the notorious Shantung warlord Chang Ching-chang have made their appearance at Chaochow, having been driven from Dairen for the purpose of linking up with the Red Army. Fraternity and local bandits to create trouble in that part of the

CYCLING AT 4 A.M.

Young Prostitutes Who Keep People Awake.

MR. COCK'S COMPLAINT.

Four Chinese school boys and a young prostitute were fined \$5 each at the Kowloon Magistracy this morning, by Mr. T. S. Whyte-Smith, for riding their bicycles either without lights or dangerously.

Divisional Inspector Marks pointed out that these bicycles were again in front of the Po Hing Theatre in Nathan Road, and it is becoming a source of nuisance.

He remarked that these cyclists hired bicycles at one, two, three and even four o'clock in the morning, and simply rode about for fun's sake. They made a lot of noise and taught these brothel girls to ride. The Police had already received numerous complaints from residents who cannot sleep, and from Mr. Cock, M.B.E., Assistant Manager of the Kowloon Docks, who lives on the top of a hill in the vicinity.

LEFT \$9,833.

Charge Against a Chinese.

A WEEK'S REMAND.

A Chinese named Chung Wing was this morning formally charged before Mr. A. W. G. H. Grantham on two serious charges as under:—

(1) robbing a safe of \$9,833.78 at 3, Des Voeux Road West; and (2) causing bodily harm to Wong Lai-wo.

A week's formal remand was given on the application of Detective-Inspector W. Shannon. The case is a sequel to the affair which occurred on the premises of the China Navigation Company's native branch office, when the accountant, who slept on the premises, was wounded on the head with a chopper. His keys were then taken from him and the safe rifled.

Apparently the person responsible for the outrage had been disturbed because the money which had been taken out of the safe was found strewn about the floor.

EDUCATION IN CHINA

Scheme to Turn Over Y.M.C.A. to Kuomintang.

PROPOSAL DEFEATED

Nanking, Yesterday.
The National Education Conference have heatedly debated the proposal of a number of educational officials that the Government should take over the Y.M.C.A. and Y.W.C.A. and reorganise them in accordance with the Kuomintang principles. It was argued that the Associations supposedly advance health, virtue, and knowledge in the spirit of co-operation, but that missionaries are using them to reach Christian and induce the young people of China to accept the Christian religion. The opponents of the measure pointed out that Dr. Sun Yat-sen himself was a member of the Y.M.C.A. The proposal was defeated.—Reuter.

ALLEGED MANSLAUGHTER.

Tsang Sam, who is charged with grievously wounding Chan Pun (deceased) at Shamshulpo, on March 20, made another appearance before Mr. T. S. Whyte-Smith at the Kowloon Magistracy this morning, when Det-Inspector C. P. Fallon handed in, through the instructions received from the Public Prosecutor (Mr. H. Somerset-Fitzroy), a second charge, that of manslaughter.

The case was fixed for hearing on May 2, and May 8, and Mr. G. S. Hughes-Jones will defend.

It is learned that Chang Ching-chang is at present in Dairen, where he is negotiating with the Japanese representative in order to overthrow the authorities in Shantung. Canton News Agency.

MUI-TSAI BEATEN.

Punishment Held to Be Excessive.

TEACHER FINED \$100.

At the Kowloon Magistracy yesterday afternoon, Mr. T. S. Whyte-Smith heard a case in which a Chinese school teacher was summoned for ill-treating a female child, described as a mui tsai.

The prosecution was conducted by Mr. H. R. Butters, Assistant Secretary for Chinese Affairs, whilst Mr. Hin-shing Lo was for the defence.

According to Mr. Butters the girl was found on the stairs of a house in Nathan Road by a Chinese who informed the Police. The latter took the girl to the station, where, on examination, twelve bruises were found on her left leg and ten on the right leg. Some bruises were also found on the girl's arms.

Dr. K. H. Uttley said that he was unable to say what had been used to inflict the injuries on the girl, but the punishment meted out to her was very excessive.

The girl's story to the Court was that she had been sent out to pawn a gold coin. At the pawnshop, she found that she was unable to reach the counter, and a man who was there lifted her up. She received \$4 for the coin but the man who had helped her retained two dollars for himself. When she returned home her mistress beat her with a feather duster.

Her mistress's mother threatened to kill her, so she was afraid and ran away. An old woman whom she met in the street took charge of her and attempted to sell her. She ran away and went to the staircase where she was found.

Questioned by Mr. Lo, the girl frankly admitted that she had always been treated as a daughter and had never been punished in such a manner before. She also admitted that on one or two occasions she had spent a cent or two of her mistress's money when she was sent out to buy things. One day she brought home a pair of slippers which she had found, and her mistress accused her of stealing them. The Magistrate found that the punishment was excessive, whatever the girl had done, and imposed a fine of \$100 or two months' hard labour.

OFFICIALS TO DIE.

Found Guilty of Crime Against Soviet.

RAILWAY COMPLETED.

Riga, Yesterday.
The trial has concluded at Zhitomir, in the Ukraine, of 127 officials and others connected with the Ukrainian timber industry, charged with sabotaging the Soviet Five Year economic plan. Five were sentenced to death and the remainder to various terms of imprisonment.

Moscow, Yesterday.
The Tass Agency announces that the laying of the track of 1,000 mile on the Turkestan-Siberia Railway has been completed.—Reuter.

CANTON INSURANCE.

Final Dividend of \$27 Per Share.

We are officially informed that the General Agents and Consulting Committee of The Canton Insurance Office Ltd., will at the forthcoming meeting of Shareholders to be held on Friday May 16, recommend a final dividend of \$27 per share in respect of Working Account for 1928 and add the balance of \$476,019.40 to Underwriting Suspense Account; they will further recommend the payment of an Interim Dividend of \$18 per share in respect of Working Account for 1929, and that the balance of \$1,732,681.58 be carried forward.

It was decided in mail week by 1,000 employers in the Yorkshire wool textile industry to post notices of wage reduction.

The effect of the new partnership between the North German Lloyd and the Hamburg-Amerika shipping companies will be to make international competition on the North Atlantic routes much keener.

SOLDIERS BURNED

SERGEANT HACKED TO DEATH.

RAIDERS KILLED.

RUMOUR OF JAILED MAYOR'S DEATH.

Karachi, Yesterday.

A health official has ordered the destruction of a quantity of contraband salt as unfit for human consumption and impregnated with ferrous sulphide. Several persons who ate of it have been sent to hospital.

Raiders Attacked.

Calcutta, Yesterday.

The District Magistrate at Chittagong reports 14 arrests but the main body of raiders is still at liberty. Combined detachments of the Burma Valley Light Horse and the Eastern Frontier Rifles engaged the raiders, who were strongly positioned on a hill, last night. Twelve of the insurgents were killed and two seriously injured. There were no military casualties.

Rumour Denied.

Calcutta, Yesterday.

In consequence of the reports that the Mayor of Sangupta had died in prison and that Subhas Chandra Bose is very ill owing to his hunger striking, thousands gathered outside the gaol and demanded to "see the bodies." The police were ordered to disperse the mob. A communique was later issued denying that Sangupta or Chandra Bose were hunger striking, and stating that they were as fit as when they entered the prison.

Rioters Attack Police.

London, Yesterday.

It is reported from Lahore that serious disorders have broken out at Pashawar where the rioters attacked the Police and civil authorities. The Deputy Commissioner and other officials were injured. Troops, with an armoured car detachment and Gurkhas were called out.

The mob bombarded them with bricks. They poured petrol on the armoured car and set fire to it. Two British soldiers, it is reported, were incinerated.

A British Sergeant was pulled off a motor-cycle and hacked to death with hatchets. The troops eventually opened fire, twenty of the rioters being wounded. Strong forces of military are now patrolling the town.

Gandhi Denounced.

Bombay, Yesterday.

The Moslem leader, Mohamed Ali, who was Gandhi's right-hand man in the earlier non-co-operation movements, has vehemently denounced Gandhi's civil disobedience movement.

Presiding over a huge Moslem meeting, Mohamed Ali described civil disobedience as a desperate attempt to impose the domination of caste-ridden Hindus over Mohammedans.

The meeting passed a resolution urging the Moslems not to join the Civil disobedience movement.

Gandhi's Secretary Arrested.
It is reported from Ahmedabad that Gandhi's secretary, Maha Devdesai, and six volunteers were arrested whilst returning from Dholera with contraband salt.—Reuter.

Earlier Cables.

Calcutta, Yesterday.

Professor Bhatnagar, the Swami vice-president of Howrah Municipality, and 29 other persons, have been arrested while picketing foreign cloth shops in Howrah market, most of which are Moslem-owned.

Several persons, including a British Police Superintendent, were injured in a melee between the Police and volunteers.

A message from Noakhali states that Gandhi's secretary, the officer in charge of Fenil police station, and two constables, were shot while searching for four men. The assailants escaped.

Bombay, Yesterday.

Sadha Swami Nand, one of the Gandhi volunteers who was put in charge of the civil disobedience camp at Villiparai, near Bombay, when the former superintendent was arrested, has been sentenced to eight months' rigorous imprisonment, and a fine of two hundred rupees for breaking the salt law.

A Jalapur message states that inquiries in official circles with regard to Gandhi's complaint that the police have thrown powder on salt deposits, show that the allegation is entirely false.—Reuter.

STONES AT SOLDIERS.

Boy Arrested After a Chase.

A LUCKY DISCHARGE.

A Chinese boy was to-day charged before Mr. R. E. Lindsell with throwing stones in Spring Garden Lane, which he denied.

L/C. F. Phippen, of the Somerset Light Infantry, who was on G.M.P. duty, said that during the five weeks he had been on Military Police duty stone throwing had often occurred in Spring Garden Lane, and it was very difficult to catch the offenders.

At about 9.30 last night stones were thrown at the G.M.P., and defendant was seen in the act of throwing one. It just missed hitting L/C. Dixon. Chase was given and defendant was caught by L/C. Brown after a run of about 50 yards.

Accused said that he was playing with a foki. The latter chased him and he ran, and the next thing he knew he was caught by a soldier. He did not throw any stone and did not know why he was arrested.

L/C. Brown, of the Argyll and Sutherland Highlanders, said he had been on G.M.P. duty for about a month and during that time stone throwing had occurred on four or five occasions. Last night stones were thrown at the G.M.P. from behind, coming from the direction of the food stalls. As he and his comrades turned round they saw three boys running. Two went one way and the accused another. They chased accused and caught him.

The Magistrate, having ascertained that the witness could not say that accused had actually thrown a stone, decided to discharge the boy on the ground of insufficient evidence.

SQUALLY.

To-day's weather report from the Royal Observatory states: The depression has deepened and is now central over the lower Yangtze Valley.

Forecast:—S. winds; moderate; squally; generally cloudy: Rainfall.

Rainfall to 10 a.m. to-day nil. Rainfall since January 1, 11.92 inches against an average of 10.26 inches.

Temperature and Humidity.
The temperature and humidity at certain specified centres this morning at 6 o'clock were:—

	Temp.	Humid.
Hong Kong	80	87
Macao	77	91
Pratas Island	73	88
Manila	79	91
Amoy	75	95
Swatow	73	96
Chefoo	43	93
Shanghai	65	88

OPIUM ADDICT.

Jail for Theft of a Beam.

An unemployed Chinese, who was last night arrested for the unlawful possession of a beam of wood, put an entirely different complexion on the case, this morning, when he pleaded guilty to stealing. It was stated that there was another man with the accused at the time of the arrest but he escaped.

His Worship passed sentence of three weeks' hard labour. When the accused was taken to the cells below he became sick. At the Magistrate's request Dr. K. A. Uttley, of the Kowloon Hospital, was sent for. When the doctor examined the man, he found that he was an opium addict, and had become sick through not smoking any for the last few days.

RIGHTS TO SOUDAN.

Claimed by Egyptian Government.

Cairo, Yesterday.
An Egyptian commander arrived by air from London last night bringing a memorandum from the Egyptian delegation as regards the

THEFT IN A CLUB.

Visitor Loses Wallet and \$3.291.

A LYING ROOM BOY.

Liu Wing (37), a room "boy" employed at the Sai Lam Club, 10, Hill Road, West Point, was this morning charged before Mr. R. E. Lindsell with the larceny of a leather wallet containing \$3.291, the property of Mr. K. C. Loo, of 94, Caine Road. He pleaded "not guilty."

Mr. Loo said that he was a visitor at the Club last night as the guest of Mr. Yuo. He was in Mr. Yuo's private sitting room when he took off his coat, and putting his wallet in his trousers pocket, went to sleep on a couch.

He got up at 8.45 p.m., and went downstairs to dinner. After dinner, at 9.45, he discovered his wallet missing and went to Mr. Yuo's room to look for it, but could not find it. He then made inquiries, and his suspicion fell on the accused because the latter had entered the room as witness went downstairs.

A Rash Offer.

Dr. S. F. Lee questioned accused but he said he knew nothing about it. Witness also spoke to accused, saying: "If you have got it, return to me and I will give \$100."

Mr. Lindsell remarked to complainant that he should not have done such a thing.

Mr. Loo: But he denied, saying: "I did not see it; if I did I would certainly return it to you."

Continuing, Mr. Loo said that Dr. Lee then searched accused but did not find the wallet. Then Dr. Lee rang up "Scotland Yard."

Magistrate: No, we don't want Scotland Yard—here. The Police were communicated with.—Yes.

Sneaked Into Bathroom.
Mr. Loo said that five Police officers came to the Club. As they entered Mr. Yuo's room, the accused sneaked out and went into the bathroom. A European officer followed him there and then led accused back to the room. In the officer's hand was the wallet.

Detective Sergeant T. Collins said that as he was approaching the room, accused came out hurriedly, rushed past him on the passage way and entered a lavatory. Witness followed him. In the lavatory witness said to accused: "I am going to search you because of your suspicious behaviour." As witness spoke he saw a wallet lying on the floor of the lavatory. He picked it up and asked accused: "Whose is this?"

Accused replied in English: "I found it in master's room."

Important Admission.
Accused said that when he entered the room he saw a packet on the floor. He picked it up and placed it on a shelf in a cupboard and then went downstairs to work. He admitted that when he was questioned about a wallet he said he had not seen one.

Magistrate: That thing which you say you picked up is obviously a wallet. Why did you say you did not see it? Accused: At the time I picked it up I was in a hurry and did not notice that it was a wallet.

Magistrate: How did it come to be in the lavatory?—I don't know.

Magistrate: Instead of saving your face you lose it more by telling such lies. Four months.

KOWLOON CITY FIRE.

Two-Storey Building in Padi Fields.

BRIGADE'S DIFFICULTY.

A rather serious fire broke out in the early hours of this morning at a small building in Sai Tau village, Kowloon City district, near the old walled city. The Kowloon Fire Station received the call at 3.50 a.m., and immediately despatched two appliances, under Mr. C. C. Moss, station officer.

On arrival at Kowloon City, the Fire Brigade, who also had an appliance from Mongkok, were confronted with a difficult problem. The blazing two-storey building was some distance on the other side of rough and bumpy padi fields.

The Brigade had to use two hand pumps, and this was successful. Through the co-operative help of the villagers and the Police of Kowloon City, the fire was extinguished with buckets of water.

The engines returned to their stations at six o'clock. Fortunately, through the alarm being raised in good time, none of the inmates of the house was hurt, but the house itself was damaged by water. It is not insured.

The upper floors were used as dwellings, while the ground floor was owned by the Shi Cak Shun, and used as a joss-paper shop.

deadlock at present holding up the British and Egyptian negotiations. Ministers immediately studied the report until two in the morning and re-discussed the matter in the forenoon and afternoon. According to Mokattam, Egyptian opinion is adverse to the attitude of the Egyptian Government. "We cannot abandon Egypt's legal rights to the Soudan."

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WANTED.—The United Directory of Canton, Hong Kong & Macao for the year 1929-1931 will be issued soon. Those who wish to advertise in the said Directory are requested to apply to See Hing & Co., China Building.

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GENERAL NOTICES**NOTICE.****HONG KONG WATER POLO LEAGUE.**

Two Divisions will be run this year. Senior and Junior.

ENTRIES close at the Victoria Recreation Club on SATURDAY, 10th May, 1930, at 6 p.m.
Affiliation fee to Association...\$2.00
Annual Subscription...\$2.00
Entrance fee to Senior Division \$10.00
Entrance fee to Junior Division \$5.00
Fees must be enclosed with entry. Entries otherwise will not be entertained.
JAMES STEWART,
Hon. Secretary.
Hong Kong, 22nd April, 1930.

COMPANY MEETINGS**HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.**

NOTICE IS HEREBY GIVEN that the ANNUAL ORDINARY GENERAL MEETING of Shareholders will be held at the Hong Kong Hotel, Hong Kong, on WEDNESDAY, the 7th May, 1930, at 11.30 a.m. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ended 31st December, 1929.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, 28th April, to WEDNESDAY, 7th May, both days inclusive.

JOHN D. HUMPHREYS & SON,
General Managers.
Hong Kong, 22nd April, 1930.

GOVERNMENT NOTICES**G. R.****PUBLIC AUCTION.**

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 28th day of April, 1930, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Mong Kok Tsui, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Boundary Measurements	Containing in Sq. Ft.	Annual Rent	Upper Price
1	Lot No. 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.	155,000	713	100

G. R.**PUBLIC AUCTION.**

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 28th day of April, 1930, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of two Lots of Crown Land at Wong Nei Chung, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOTS.

No. of Sale	Boundary Measurements	Containing in Sq. Ft.	Annual Rent	Upper Price
1	Lot No. 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.	155,000	713	100



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S.S. "VENEZIA-LI"	—	May 11
* M.V. "HIMALAYA"	—	May 24
M.V. "VIMINALE"	Apr. 30	June 8

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TAIYO MARU	Sunday, 11th May.
SEATTLE, VICTORIA via Shanghai & Japan Ports.	
MISHIMA MARU	Friday, 20th June.
SIBERIA MARU	Saturday, 5th July.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.	
KASHIMA MARU	Saturday, 3rd May.
HAKONE MARU	Saturday, 17th May.
SYDNEY & MELBOURNE via Manila & Ports.	
KAGA MARU	Tuesday, 20th May.
TANGO MARU	Tuesday, 24th June.
BOMBAY via Singapore, Penang, & Colombo.	
† RANGUN MARU	Monday, 28th April.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.	
BEIYO MARU	Friday, 2nd May.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.	
HAKATA MARU	Monday, 5th May.
NEW YORK, BOSTON via Panama.	
† TSUYAMA MARU	Thursday, 1st May.
LIVERPOOL via Port Said, Constantinople, Genoa.	
† TOYOOKA MARU	Thursday, 10th May.
CALCUTTA via Singapore, Penang & Rangoon.	
† PENANG MARU	Tuesday, 29th April.
SHANGHAI, KOBE & YOKOHAMA.	
† HAKODATE MARU (Moff direct)	Saturday, 26th April.
FUSHIMI MARU	Monday, 28th April.
SADO MARU	Wednesday, 10th April.

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O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore, Colombo, Suez and Port Said.	
AMUR MARU	Thursday, 15th May.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town.	
BUENOS AIRES MARU	Friday, 26th April.
SANTOS MARU	Tuesday, 20th May.
BOMBAY—Via Singapore & Colombo.	
HONOLULU MARU	Sunday, 4th May.
SHINOH MARU	Monday, 10th May.
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MOMBASA—Via Singapore & Colombo.	
MEXICO MARU	Saturday, 3rd May.
CALCUTTA—Via Singapore, Penang & Rangoon.	
SEATTLE MARU	Monday, 5th May.
HIMALAYA MARU	Sunday, 18th May.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from Shanghai.	
AFRICA MARU (From Shanghai)	Tuesday, 29th April.
MELBOURNE—Via Manila, Brisbane, & Sydney.	
MELBOURNE MARU	Tuesday, 6th May.
HAIPHONG—Via Rangoon & Pakhoi.	
MENADO MARU	Thursday, 1st May, 10 a.m.
NEW YORK—Via Japan ports & Panama.	
ARGUN MARU	Saturday, 10th May.
JAPAN PORTS.	
GANGES MARU	Thursday, 24th April.
NITTO MARU	Friday, 25th April.
KEELUNG—Via Swatow & Amoy.	
CANTON MARU	Sunday, 27th April, 3 p.m.
HOZAN MARU	Sunday, 4th May, 3 p.m.
TAKAO—Via SWATOW & AMOY.	
TAKAO & KEELUNG.	
SOURABAYA MARU	Sunday, 11th May.

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SHIPPING SECTION.

TRAINING MARINE ENGINEER.

N.E. COAST INSTITUTION'S
INVESTIGATIONS.

ROAD TO OFFICER'S RANK.

A paper entitled "How should an engineer be trained?" was read before the North East Coast Institution of Engineers and Shipbuilders in October, 1926, by Sir Theodore Morison, K.C.S.I., then Principal of Armstrong College, Newcastle-on-Tyne. This led to a close investigation of the subject by the Institution, and the result is the publication by the Education Committee of that body of a report dealing with the training of persons for positions of responsibility in engineering or shipbuilding works.

The Institution has since its foundation in 1884 given almost continuous attention to the question of engineering training. Its report of 1903 for many years formed the basis of the system of training of pupils and trade apprentices in operation in the bulk of the engineering and shipbuilding establishments on the North East Coast. In 1917 it published a further report on the education of apprentices, which dealt exclusively with the training of trade apprentices.

The present report has only been offered after collecting and considering the opinions of many representatives of the engineering and shipbuilding industries on the one hand and, on the other, of those bodies concerned with the various branches and stages of technical and general education. In view of the important bearing of engineering efficiency—on the industrial prosperity of Britain, the carefully considered views expressed in the report should be read with interest.

A Serious Bar.

The report reads in part as follows:—It is not self-evident that scientific knowledge and scholarship give the engineer an increased potentiality of attaining positions of high responsibility in the profession, since many who have in the past been deservedly pre-eminent in engineering have been men of either a wide professional knowledge nor any pretensions to scholarship. In fact, a too academic outlook can be a serious bar to the attainment of pre-eminence in engineering, as in other spheres of human endeavour where success depends so directly on co-operation, initiative and leadership.

An engineer-in-practice is continually engaged in co-operating in some process of design or production which must be carried out in the most effective and most expeditious way with the personnel available and on the basis of the knowledge existing at the moment, derived both from experience and theory and always more or less imperfect. He is essentially a man of action, and his scholarship is only of full advantage to him if it does not lessen his capacity for making up his mind and for learning from experience.

The committee considers that the risk of disqualification for the career of a practical engineer through excess of scholarship is likely to affect only a small minority of those who undergo a high academic training and that in general the degree of scholarly attainment which should result from a liberal education is as essential a part of the qualification for "officer's rank" as is proficiency in the branch of engineering in which the officer is engaged.

A system of engineering training in which university classes and works training are carried on concurrently has been developed at the University of Cincinnati, U.S.A. Under this system, the university in effect accepts responsibility for the technical as well as the academic training of its undergraduates, and sends them to different industrial establishments for different parts of their practical training. The pupil is thus not connected with any one firm and his practical training is not confined to the industrial operations or to the possibly limited types of engineering product of that firm during the period of his pupilage.

The possibility of adopting such a system could be adequately discussed only by a joint committee representing the University, the Institution, and the shipbuilding and engineering firms of the district, and, though the educational advantages would seem to be obvious, the committee is not specially qualified to deal with it.

Value of University Degree.

Whatever the distribution between academic instruction and practical work may be, the committee regards the obtaining of a university degree in applied science as assuring a satisfactory standard of scholarship and as the normal road to officer's rank in the engineering profession. Technical colleges give instruction, possibly of university standard, in engineering theory and the allied sciences; exceptional persons may attain to a high degree of scholarship by private study, but the instructional resources of a university should be more varied, and extensive both in personnel and material than those of any technical college, and there is a quality which is supposed to inhere in university education that is not obtained elsewhere.

Whether or not scholarship in engineering science can be obtained elsewhere than at a university, there is no doubt that a university degree is the label by which persons not possessing scholarly attainment are enabled to recognise the possession of scholarship in others; and in this way a university degree is the best assurance to its possessor of the kind of officers' rank under consideration.

To allow time for practical training, the committee is of opinion that the qualification for matriculation should be obtained at as early an age as possible, and that at least one year's practical training in the works is necessary between leaving school and going to the university. It is extremely desirable, as a preliminary to entering the university, that some experience of handling and fashioning actual materials, and of seeing what engines and ships and their parts look like in different stages of their construction, should be acquired.

Such experience should enable the student more readily to see the practical application of the technical part of his university training and should prevent him from regarding it merely as a matter of scholarship. Moreover, as a boy associating with workmen, he will learn more of the secrets of their skill and more of their real attitude to their work and to foremen, officials and managers than he would learn in a much longer time of association with them as a young man obviously just about to become an official.

The Only Objection.

On this point, amongst others, the committee, by means of a questionnaire ascertained the views of a large number of local firms, and the opinion here expressed is in agreement with that of the majority of the firms who replied. The only objection raised in some of them to the period of practical training between leaving school and entering the university appears to be that during this period students' habits may be weakened, and knowledge acquired at school may be forgotten.

The committee, however, considers that the knowledge acquired at school is not more likely to be forgotten in one or two years before entering a university than that acquired at the university is likely to be forgotten within one or two years after leaving. In either case, knowledge so easily lost is not of much use to the engineer in his career. For a student who had qualified for matriculation by passing a purely linguistic examination, and who would, if he remained at school, still continue linguistic studies, this interval of practical training between the school and the university should be of advantage, not only for the technical knowledge to be gained, but also for the opportunity it would give for the study of mathematics and science in evening classes concurrently with the practical training in the works.

Period of Training.

The committee is of opinion that the minimum time for pupilage in the works should be two years, plus the interval between the university sessions, from which it would result that the total period of training in the works and in the university would normally be not less than five years.

The training of the engineer in its widest sense is, obviously, not completed when he first obtains responsible employment, but after that he is no longer recognised as a subject for training by educational organisations, and no rules or recommendations can be laid down for this vitally important part of training. Experience will add to his knowledge and teach him the right use of that which

(Continued on Page 5.)

THE MASKEE.

Adventurers Return to
the Colony.

SAFE AT PORT.

The Maskee arrived in harbour yesterday. She is now moored in the chamber of Holt's Wharf, and is the centre of considerable interest. On her fourth attempt, the Maskee, in favourable, steady breezes, came here from Swatow. The junk, which is specially constructed, is manned solely by three Englishmen:—Mr. L. J. Stevenson, F.R.G.S., Mr. Stanley R. Banks, and Mr. John C. W. Grenham.

To all appearances the Maskee seems to be very capable and seaworthy.

The bows are brightly painted in red, and most prized of all by the crew, is a piece of red-joss paper. This is stuck to the bowsprit. There are also two eyes, painted in green and black, with white edging, on the starboard and port sides.

She has a foremast, a main mast, and a lug-sail. Immediately behind the main mast, is the crew's sleeping and general quarters, which is quite roomy.

Three-Masted Vessel.

The Maskee is a three-masted vessel, with a length of 42 feet, a beam of 11 feet and a depth of six feet. She has only one cabin, besides two store rooms.

She has two water tanks, each containing half a ton of water. Mr. Stevenson informed our representative that the tanks were filled in Swatow when they set out on their first attempt on April 9 and since then they have been dipping liberally into the tanks for cooking and washing purposes but there still remained half the amount of water they had taken on.

The Maskee has three and a half tons of sand ballast.

All communications concerning the venture should be addressed to P.O. Box 341, Hong Kong.

WARSHIPS IN PORT

British warships in port this morning were:—

In Basin of R.N. Dockyard:
Tamar, Somme.
West Wall: Hermes.
North Arm: Vendictive.
In Dock: Seawolf.
No. 6: Buoy Cumberland.
No. 7: Buoy Siskin.
No. 10: Buoy: Spiby.
Foreign men-of-war in port were:—
U.S. gunboats: Mindanao, Helena, Jason, Heron, Avocat.
Portuguese Cruiser Adamastor.
French Gunboat Argus.
Chinese Cruiser Hai Kung.

PIRATES ACTIVE.

Tokyo, Yesterday.
According to reports reaching the Navy Office, Chinese pirates raided the Japanese freighter Kaniyoshi Maru which grounded on Sunday night off Swatow.

The Japanese crew, totalling about thirty, are missing, and Japanese war craft are searching the nearby shores and islands for signs of them.—Reuter.

STEAMER'S MOVEMENTS

The Ben Line s.s. Bendeluch from Leith, Middlesbrough, Immingham, London, Straits and Manila is due to arrive here on April 30.



CANADIAN PACIFIC

NEXT SAILINGS

TO MANILA	TO THE PACIFIC COAST
E/CANADA .5 P.M. May 7th	E/ASIA ...NOON, April 30th
E/RUSSIA ...5 P.M. May 27th	E/CANADA NOON, May 15th

WORLD'S GREATEST TRAVEL SYSTEM

BRITISH WUCHOW LINE

APRIL SAILINGS.

DEPARTURE HOURS:
Hong Kong 5.30 p.m. Wuchow 1.30 p.m.

S.S. "TAI HING"

[1,068 tons—Capt. Trotter]

APRIL

FRI. 25th WED. 30th

S.S. "TAI MING"

[649 tons—Capt. G. J. Spink]

MON. 28th APRIL

For information apply to

87, Connaught Road West,

Phone: Central 893.

Co.,

Phone: Central 893.

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BANK LINE LTD.

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UNITED KINGDOM & CONTINENT ELLERMAN LINE

S.S. "CITY OF NORWICH" Havre, London, Rotterdam, Hamburg & Hull 6th May.

S.S. "CITY OF SHANGHAI" London, Rotterdam & Hamburg 9th June.

NEW YORK, BOSTON, & BALTIMORE ... AMERICAN & MANCHURIAN LINE

S.S. "CITY OF DUNDEE" 12th June.

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M.V. "LINDENBANK" 7th May.

M.V. "COMLIEBANK" 7th June.

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Through Bills of Lading issued to Beira, Quilmanas, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderits Bay, Walvis Bay and Madagascar.

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AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong About	Destination
RAJPUTANA	16,568	26th Apr.	Bombay, Marseilles & London.
KASHGAR	9,005	10th May	Marseilles, London, Hull, Rotterdam & Antwerp.
*NAGPORE	5,283	17th May	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
MANTUA	10,546	24th May	Bombay, Marseilles & London.

* Cargo only.

Frequent connection from Port Said for Passengers and Cargo to
Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the
Athalva Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

SHIP	Tons	From Hong Kong About	Destination
SHIRAJA	7,441	30th Apr.	Singapore, Penang & Calcutta.
TAKIWA	5,330	8th May	Singapore, Penang & Calcutta.
TILAWA	10,006	25th May	Singapore, Penang & Calcutta.
TALAMBIA	8,018	3rd June	Singapore, Penang & Calcutta.
TAKADA	6,549	11th June	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

SHIP	Tons	From Hong Kong About	Destination
*NELLORE	6,853	2nd May	Manila, Sandakan, Thursday Island.
TANDA	6,056	8th June	Townsville, Brisbane, Sydney & Melbourne.
ST. ALBANS	4,600	4th July	Melbourne.

* Calls Port, Holland.

Regular monthly sailings from Hong Kong to Japan and Hong Kong
to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hobei,
Cebu, Kolambugan, Tawao, Timor, Darwin, or other ports en route as in-
dications of the steamer.

Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.
The P. & O. Branch steamers to London via the Cape.
The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

SHIP	Tons	From Hong Kong About	Destination
MANTUA	10,546	25th Apr.	Shanghai, Moji, Kobe & Yokohama.
TILAWA	10,006	2nd May	Amoy, Shanghai, Moji, Kobe & Osaka.
*LAHORE	5,204	8th May	Shanghai, Moji, Kobe & Yokohama.
KHIVA	9,135	9th May	Shanghai, Moji, Kobe & Yokohama.
*ALIPORE	5,273	11th May	Moji & Kobe.
TALAMBIA	8,018	15th May	Amoy, Moji, Kobe & Osaka.
TAKADA	6,549	20th May	Amoy, Moji, Kobe & Osaka.
RANPURA	10,001	23rd May	Shanghai, Moji, Kobe & Yokohama.
*JEYPURE	5,218	1st June	Shanghai, Moji, Kobe & Yokohama.
KARMALA	9,128	6th June	Shanghai, Moji, Kobe & Yokohama.
MOREA	10,054	20th June	Shanghai, Moji, Kobe & Yokohama.
KALYAN	9,144	4th July	Shanghai, Moji, Kobe & Yokohama.

* Cargo only.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at
Singapore while awaiting the on-carrying steamer.

All Cables are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received
at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage, Freight, Handbooks, etc., apply to:—
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P. & O. Building, Connaught Rd. C., Hong Kong. Agents.

THE KWONG HIP LUNG CO. LTD.

ENGINEERS AND SHIPBUILDERS, BOILER MAKERS, BRASS AND
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We have over thirty years' experience. We own two slipways and can
accommodate any craft of 200 feet long.
Town Office: 84, Connaught Road Central, Hong Kong. Tel. Central No. 455.
Shipyard: Sham Shui Po, Kowloon, Hong Kong. Tel. Kowloon No. 4.
Estimates furnished on application.
Hong Kong, April 1, 1924.

TRAINING MARINE
ENGINEER.

(Continued from Page 4.)

he has acquired during his pupil-
age.

Replies to Sir Theodore Mori-
son's questions:—

Q.—Is workshop experience neces-
sary before beginning to
study the scientific principles
of engineering?

A.—Works experience is necessary
before reading for a degree
in applied science in the
university. In accordance with
the general schemes of train-
ing laid down in the report.
The scientific principles of
engineering include abstract
mechanics, the study of which
may well be taken up before
any workshop experience is
gained.

Q.—What obstacles are there to
prevent an able apprentice
from studying in the univer-
sity, and how can they be
overcome?

A.—The only real obstacle for a
sufficiently able apprentice is
lack of means. That obstacle
is best overcome by the pro-
vision of scholarships or
bursaries.

Q.—Is the course of engineering
given in Armstrong College
satisfactory? If not, in what
particulars should it be
modified?

A.—The courses in the branches
of engineering dealt with in
the report are considered
satisfactory.

Q.—Are the courses in engineer-
ing given in the technical
colleges on the North-East
Coast satisfactory, and, if
not in what particular should
they be modified?

A.—The courses in the branches
of engineering dealt with in
the report are considered
satisfactory.

Q.—Should the university teach
scientific principles or en-
gineering practice?

A.—The university should teach
scientific principles and their
application to generalised ex-
amples of engineering prac-
tice.

Q.—What training in practical
engineering should be given
by industrial firms?

(a) to graduates in engineer-
ing.
(b) to students from tech-
nical colleges.

A.—Attached to the report are
schemes of practical training
in engineering works or ship-
yards. It is considered
that as much as possi-
ble of this training should
preferably be undergone,
before completing the de-
gree course; but provided
one year at least is spent in
the works before proceeding
to the university, no serious
objection is seen to the com-
pletion of the course after
graduation.

In the Drawing Office.
The appendix, dealing with out-
line schemes of practical training
of premium pupils and special
apprentices, includes the follow-
ing suggestions:—

While in the drawing office the
pupil should work on or have
brought under his observation the
following:—

(1) Preliminary plans for laying
down a ship on a slipway to
the best advantage for con-
struction and for launching.

(2) Lining off half-block model,
expansion of shell plating,
preparation of orders for
shell plating and frame bars.

(3) Plans of tank top, bulkheads,
decks and machinery seat-
ings, and preparation of
orders for plates, beams and
sections.

(4) Plans of some important struc-
tural forging or casting, such
as stem, stern post, rudder
stock, spectacle frame, or
shaft brackets.

(5) Plans of masts, rigging, cargo
derricks and arrangement of
cargo winches.

(6) Plans of boat stowage and
davit.

(7) Plans of ventilation, pumping
and drainage systems, and of
engine-room telegraphs, voice
pipes and electric circuits.

(8) Plans of accommodation for
crew and passengers.

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(9) Plans of cold chamber and
refrigerated cargo space.

The programme of training
would be as follows:—Prelimi-
nary workshop training, six months
to be spent in each of four shops,
24 months; vacation workshop
training, preferably in drawing
office or on test bed, six months;
three sessions at college, 27
months; after college, works
training in drawing office, re-
search department or commercial
office, three months—a total of 60
months.

FREE PORT OF FIUME.

Prosperity May Be
Regained.

With the decree making Fiume a
free port, the Fascist Government has
sought to relieve the increasingly un-
prosperous condition of that district,
writes the Rome correspondent of the
Manchester Guardian. Once the most
flourishing port on the Adriatic, Fiume
under Italian rule adopted high tariffs,
and has since ceased to be the chief out-
let of Austria-Hungary. With the re-
moval of all duties, except on tobacco
and spirits, the port may soon regain
its former prosperity to the disadvan-
tage of the neighbouring Jugo-Slav
ports like Susak, which have already re-
quested the Belgrade Government to
take measures on their behalf.

As an experiment in Free Trade the
decree has a special economic interest,
but it is also felt to have political
significance, as the local Serb popula-
tion of Istria, living under Italian rule,
have lately shown signs of great dis-
content, accompanied by political mur-
ders and the burning of schools. With
Fiume a free port the cost of living
of the whole surrounding district will
be considerably reduced, and the sum-
mer resorts near Abbazia are likely to
become the most popular in Italy.

PASSENGER LIST

DEPARTURES

Per S.S. Shinyo Maru for San Fran-
cisco on April 22:—

Mr. Max Killing, Mr. and Mrs. H. H.
Lennex, Mr. and Mrs. C. H. Elmore,
Mr. and Mrs. E. P. Bennett, Mr. and
Mrs. Jose Nolasco da Silva, Major A.
Barker, Mr. Carl Jon, Mr. M. B.
Hoffman, Mrs. S. Erikun, Miss F.
Niedekorn, Mr. W. A. Weight, Mr. R.
Yokota, Mrs. T. Katao, Mr. G. E.
Marshall, Mr. A. Wootli, Mr. T. Shimo,
Mr. and Mrs. A. J. J. M. Niemer, Mr.
H. G. Skinner, Mr. and Mrs. R. B.
Foster, Mrs. E. F. Hughes, Miss W.
Hughes, Miss F. E. Hughes, Mr. J.
Samson, Mr. F. Aragon, Mr. F.
Buenafior, Mr. N. G. King, Miss Louise
Schultz.

NEW YORK HARBOUR.

Mr. Marcus H. Tracy, chairman
of the committee on harbour and
shipping, in a report to the New
York State Chamber of Commerce,
asks that body to endorse the re-
commendations for improving
navigation in New York Harbour
as adopted by the Commissioner
of Pilots of the State of New
York. The recommendations in-
clude the building of a break-
water, the extension of Ambrose
Channel and various suggestions
for changes in anchorage loca-
tions and deepening of channels.

AUSTRALIAN-ORIENTAL LINE, LTD.

"CHANGTE" & "TAIPING"

These New Vessels Maintain a Regular Service from
HONG KONG TO AUSTRALIAN PORTS
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and Tasmanian Ports.Excellent and Most Up-to-Date First and Second Class Passenger
Accommodation.

HONG KONG TO SYDNEY—19th DAYS.

Steamers	Due Hong Kong	Due to Sail
TAIPING	18th May	20th May
CHANGTE	10th June	17th June
TAIPING	11th July	18th July
CHANGTE	8th August	15th August

For Freight and Passage apply to — BUTTERFIELD & SWIRE
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CUNARD LINE
PROFITS.DIVIDEND MAINTAINED AND
SUBSTANTIAL CARRY-OVER

MARKED INCREASE.

The accounts for the year 1929 of the
Cunard Steam Ship Company, Ltd.,
show that after providing for income
tax, interest, and writing off full de-
preciation, the profits amount to
£298,035 9s. 7d., including £188,398 14s.
8d. brought forward from 1928.

After transferring £50,000 to the
reserve fund and providing £133,000
for dividends on Preference stocks,
there remains at the credit of profit
and loss account the sum of £313,035
9s. 7d. Out of this amount the direc-
tors recommend the payment of 7 1/2
per cent. dividend, less income tax, on
the Ordinary shares, including the Gov-
ernment share, leaving £305,265 18s.
1d. to be carried forward to 1930.

In the previous year the profits were
£741,106 9s. 2d., which included
£190,687 10s. 4d. balance brought for-
ward from 1927.

The dividend remains the same.

HONG KONG TIDE

The tide-table given below has
been obtained by aid of the Tide-pre-
dicting Machine, which includes 40
components for the better prediction
of tides from the result of the
analysis of the tidal observations
taken at the Kowloon tidal observa-
tory under the direction of Dr.
Dobrock during the years 1887, 1888
and 1889.

The times and heights are given
for Kowloon but they may be used
for the Victoria Naval Yard and
Aberdeen, the differences being very
small.

The times of high and low-water
must not be considered to coincide
with the times of slack-water and
change of current, the two phenomena
being quite distinct.

April 24 to 30, 1930.

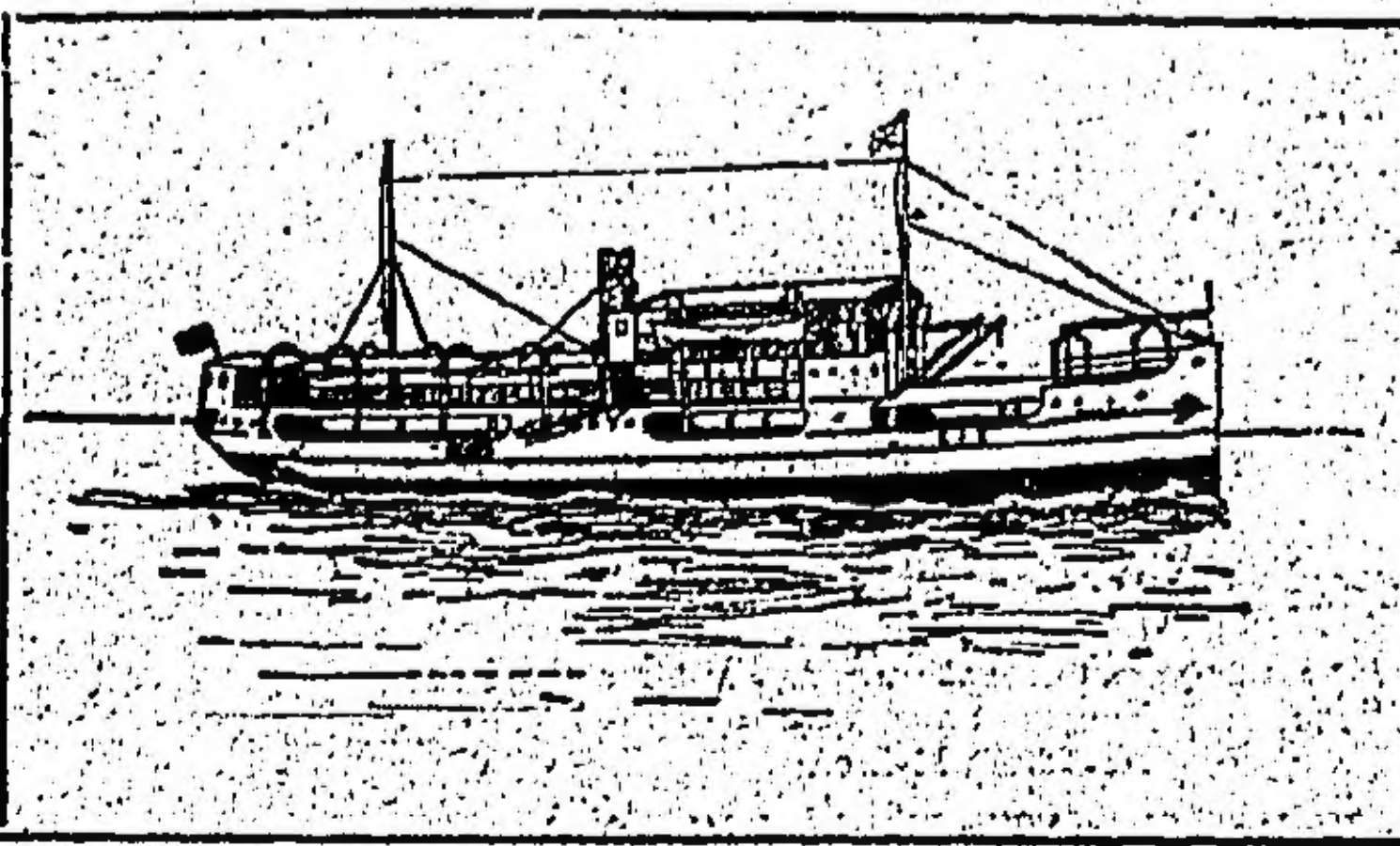
DATE	HIGHER WATER		LOWER WATER	
	Standard Times	ft.	Standard Times	ft.
Thurs. 24	8 3	4.6	1 1	1.6
11 26	8 46	5.8	0 44	3.9
11 26	8 5	6.1	1 21	1.6
11 26	7 49	6.9	1 39	3.2
11 26	8 13	6.4	2 3	1.7
11 26	8 10	5.9	3 18	0.6
11 26	7 49	5.8	4 21	1.8
11 26	8 50	6.9	5 46	2.0
11 26	8 46	6.4	6 59	3.4
11 26	9 31	6.7	7 44	1.5
11 26	9 13	6.3	8 58	2.5
11 26	10 18	6.4	4 13	1.0
11 26	9 3	7.2	2 04	2.8
11 26	11 12	4.9	4 51	0.7

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DOCK OWNERS, SHIP BUILDERS, MARINE AND LAND ENGINEERS, BOILER
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sesses Six
Granite
Docks and
Two Tem-
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ways. The
dimensions
of No. 1
Dock are
700 ft. x
85 ft. x 30
ft.



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timate; En-
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x 28' 0" Mid. x 11' 6" Mid.; D.W. 470 tons; B.H.P. 360; Speed 10 1/2 knots; Ball
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order of La Naviera Filipina Inc., Cebu for Philippine coasting service.

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R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong.

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Guaranteed to contain the amount
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5 per cent. FOR TOILET USE	Price \$1.50 per box of 3 Cakes.
10 per cent. FOR THE BATH	\$2.50 per box of 3 Cakes.
20 per cent. MEDICAL BATH SOAP	\$1.00 per Cake.

YOU WILL ENJOY A MOST REFRESHING
AND LUXURIOUS BATH BY USING

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HOUSEHOLD AMMONIA.
\$1.00 per Bottle.

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But there are no
clouds with this shower
of snappy dance tunes
that would make dancing
in the rain a pleasure.
Captivating rhythm that
makes it impossible to
sit still. Smooth, in-
gratifying, melody that
you have learned to as-
sociate not only with
Leo Reisman and His
Orchestra but with all
the others listed for this
month. Come... if
you like to dance, listen
to this tuneful assort-
ment. We'll be glad to
play them for you.

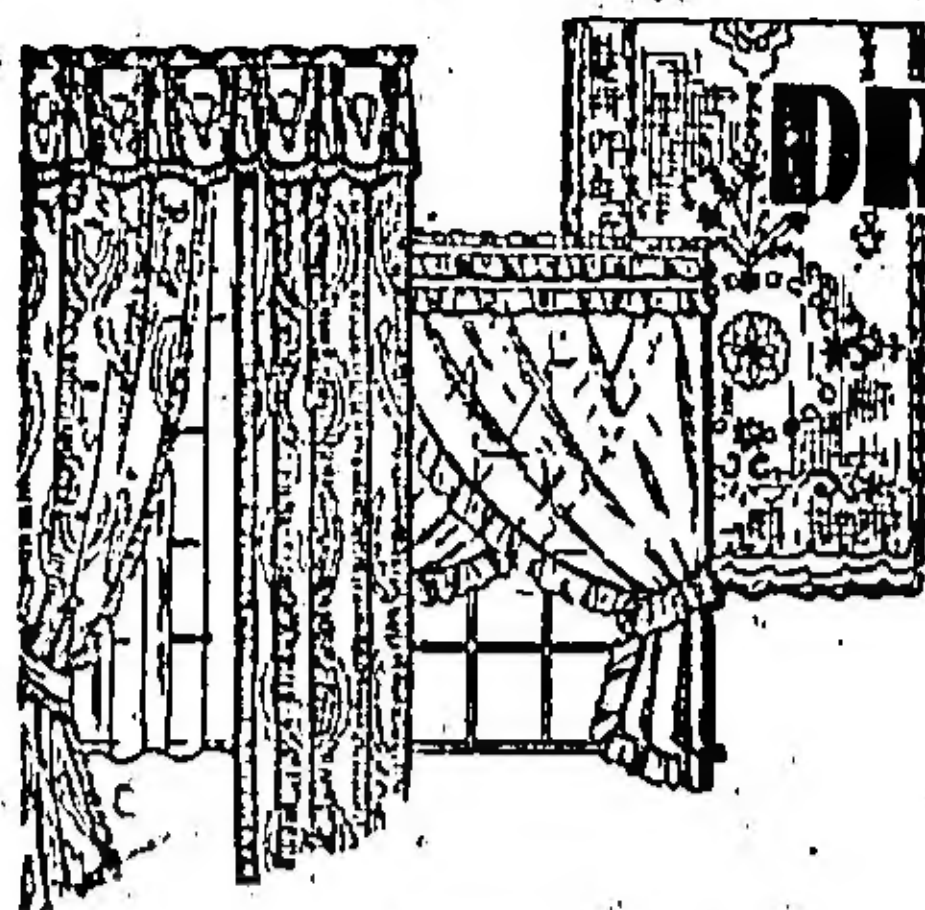


- Puttin' On the Ritz**—Fox Trot (from United Artists picture, "Puttin' On the Ritz")
LEO REISMAN AND HIS ORCHESTRA
- Singing a Vagabond Song**—Fox Trot (from United Artists picture, "Puttin' On the Ritz")
NAT SHILBERT AND THE VICTOR ORCHESTRA
No. 22296, 10-inch
- There's Danger in Your Eyes, Chérie!**—Fox Trot (from United Artists picture, "Puttin' On the Ritz")
With You—Fox Trot (from United Artists picture, "Puttin' On the Ritz")
WARRICK'S PENNSYLVANIANS
No. 22294, 10-inch
- Tain't No Sin**—Fox Trot (To Dance Around in Your Bones)
GEORGE OLSEN AND HIS MUSIC
Can't You Understand?—Fox Trot
THE HIGH HATTERS
No. 22279, 10-inch
- St. James Infirmary**
When You're Smiling—Fox Trot (The Whole World Smiles with You)
KING OLIVER AND HIS ORCHESTRA
No. 22298, 10-inch
- Keepin' Myself for You**—Fox Trot (from RADIO picture, "Hit the Deck")
THE HIGH HATTERS
- Blue Is the Night**—Fox Trot (from Metro-Goldwyn Mayer picture, "Their Own Desire")
NAT SHILBERT AND THE VICTOR ORCHESTRA
No. 22290, 10-inch
- Love Made a Cypsy Out of Me**—Fox Trot
Beside an Open Fireplace—Fox Trot
RUDY VALLEE AND HIS CONNECTICUT YANKEES
No. 22284, 10-inch
- Tea for Two**—Fox Trot (from First National picture, "No, No, Nanette")
WARRICK'S PENNSYLVANIANS
No. 22292, 10-inch
- I Want to Be Happy**—Fox Trot (from First National picture, "No, No, Nanette")
WARRICK'S PENNSYLVANIANS
No. 22292, 10-inch
- Huguetto**—Waltz (from "The Vagabond King")
The Desert Song—Waltz (from the "Desert Song")
NAT SHILBERT AND THE VICTOR ORCHESTRA
No. 22311, 10-inch

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\$13 including postage \$16, pay-
able in advance.)

Published by
The Newspaper Enterprise, Ltd.
Printers & Publishers
No. 3A, WYNDHAM STREET,
HONG KONG.

TELEPHONES—
Office: Central 22.
Editorial: Central 4641.
Cable Address:—Mail, Hong Kong.

All communications should be
addressed to the Newspaper En-
terprise, Ltd., to whom all remit-
tances should be made payable.
London Offices—The Far East
Advertising Agency (London),
Ltd., 36-38, Southampton Street,
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DEATH

WARREN.—On April 21, 1930, at
Southampton, Arthur Cecil
Warren, son of the late C. E.
Warren; aged 23 years.

Hong Kong, Thursday, April 24, 1930.

GANDHI'S FOLLY.

It is too early yet to state what
is likely to be the outcome of
Mahatma Gandhi's civil dis-
obedience campaign. The Gov-
ernment of India have the power
to cope with the revolutionary
movement with which the country
is threatened, and there is no
cause for the spread of alarmist
reports regarding the present
situation. But it is pertinent to
show the futility of "negotiating"
with the irresponsible fanatics
who are prepared to inflict en-
dless misery on their fellow-
countrymen in order to further
their political aims. The indiffer-
ence of the prime movers in the
campaign of "non-violent non-
co-operation" to the consequences
that would ensue to the people of
India if their revolutionary plans
proved successful, has again and
again been demonstrated. The
ruin of the credit of the country,
the certain outbreak of communal
disorders, the danger of invasion
from the North and the menace
of famine, with all its concomitant
horrors, are light-heartedly
ignored by men who were justly
described by the Viceroy as "false
friends of India." All these dire
possibilities must be present to
the mind of every educated Indian
who is not blinded by racial
hatred.

That widespread communal dis-
turbances would follow the

paralysis of the forces of order
is beyond doubt. And if India
were reduced to a state of
anarchy, the experience of 1919,
when the then Amir of
Afghanistan made an attempt at
invasion, might well be repeated.
Sir Hamilton Grant, who has oc-
cupied the position of Chief Com-
missioner of the North-West
Frontier Province, in a recent
speech laid stress on the border
menace. "The Pathan," he said,
"is a wild hawk, and it would
only require a small incentive
from Kabul or a little relaxation
of our vigilance to see him once
more harrying the countryside." Mr. Gandhi has his own method
for dealing with the frontier pro-
blem. He once declared that he
would settle the question by
teaching the tribesmen the art of
using his spinning wheel. When
it was pointed out to him that if
Home Rule were granted to India
at once, the country would have
no army for its protection, he
replied: "I am here to
confess that we are fully
able to take charge of
all the military dispositions of the
country, and that we feel able to
deal with all foreign complica-
tions. The worst that may hap-
pen to us is that we may be
blotted out from the face of the
earth."

In his official report on the
Third Afghan War of 1919, the
late Sir Charles Monro, then Com-
mander-in-Chief in India, in
describing the magnitude of the
military operations rendered
necessary by the Afghan attack,
disclosed the fact that at one
stage the force employed trans-
lated amounted to 340,000 men,
and he pointed out that the
Amir's real strength lay in the
potential fighting value of the
frontier tribes. Expert in all
forms of guerrilla warfare and
amounting in the aggregate to
some 120,000 men armed with
modern rifles, he said, these tribes
were the outstanding factor in
the frontier problem, and it was
on their co-operation that the
Afghan plan of campaign was
based. Yet this grave danger is
ignored by the apostles of "in-
dependence," and it should be
borne in mind that it was as a
result of the disorders in India
which followed the mendacious
campaign against the Rowlatt
Bill that the Afghan attempt
was launched.

Now do the apostles of "in-
dependence" take into account
the disaster that would befall
India if a failure of the monsoon
synchronised with a successful
attempt to dislocate the ma-
chinery of administration. In
recent years the scarcity of food

resulting from the absence of rain
for the crops has been success-
fully overcome, thanks to the im-
provement effected in the econo-
mic status of the peasantry and
the energetic measures adopted
by the Government to combat
famine. But if failure of the
rain came to an India bereft of
the machinery of government,
starvation would be rife among
millions of the population. In
1918-19 the inadequacy of the
rainfall caused a loss in food pro-
duction estimated at 20 million
tons. Every province was affect-
ed, and among other measures of
relief was the importation by
Government of huge quantities of
wheat from Australia. Can any-
one with a knowledge of India fail
to realise the hopeless misery and
loss of human life that would be
witnessed if the authorities were
rendered powerless to act in the
face of another disastrous failure
of the monsoon?

The considerations here out-
lined are not academic. They re-
late to real and vital questions,
and they may be commended to
the serious attention of any who
doubt the necessity of resolute
action against fomenters of re-
volutionary troubles in India.

News in Brief.

A Chinese named Mo Shing-hap
(18), married, of 39, Irving Street,
was yesterday admitted to the
Government Civil Hospital suffer-
ing from iodine poisoning, which
he had apparently taken in mistake
for medicine.

Mrs. Capell, of 9, Torres Build-
ing, was at the Kowloon Magistracy
this morning fined \$5, on pleading
guilty to a summons for allowing
her dog out without a muzzle. A
similar fine was paid by Mr. Oamund
of 111, Boundary Street, Kowloon
Pong, for a like offence.

Previously convicted in 1927 for
trespassing and tree cutting, a Chi-
nese, who claimed to be a gardener,
was at the Kowloon Magistracy this
morning charged before Mr. T. S.
Whyte-Smith with cutting trees in a
Government Plantation in Kow-
loon City. He was sentenced to
three months' hard labour.

An unemployed Chinese, who stole
two pairs of cotton trousers from
the third floor of 6, King's Terrace,
was at the Kowloon Magistracy this
morning sentenced to six months'
hard labour, it being reported that
the accused was sent to jail for six
weeks only last month. He also
had a fortnight of prison life in
January.

A Chinese named Tae Ko (53),
living at 6 Square Street, was the
victim of a fatal accident in Ping
On Lane at 10.35 a.m. yesterday.
He fell down a flight of stone steps
in the lane and was rendered un-
conscious. The Police took him to
the Government Civil Hospital,
where he died at 12.45 p.m., from a
fractured skull.

Two Chinese school boys who
were remanded from last week on
a summons of dangerous riding on
a horse, in that they knocked down
a girl, on re-appearance before Mr.
Whyte-Smith at the Kowloon
Magistracy this morning, they were
ordered to pay \$20 each, so as to pay
for the Kwong Wah Hospital bill
(\$35 for three weeks) and five
dollars compensation to the un-
fortunate girl.

On arrival of a trading junk in
Shaikwan harbour yesterday, the
Police removed to the Tung Wah
Hospital a seaman of the boat who
was suffering from injury on the
right cheek caused through being
struck by a wench spoke whilst
hoisting gill during the voyage from
Swatow to Hong Kong on April 21.
The man's condition is considered
serious because of lack of medical
attention for so long.

CHARITY CONCERT.

A concert in aid of the Tin
Kwok School and Orphanage will
be held at the Theatre Royal on
Saturday at 9 p.m., under the
patronage of His Excellency the
Officer Administering the Govern-
ment and Mrs. W. T. Southern.
The Wan Wan San Troupe
which appeared with such success
at the Theatre Royal a short while
ago, will contribute three items—
Professor Wan Wan San, the Iron
Boy, and a new number "The Bird
and Animal Imitator." Mr. Lul
Mun-shing, the well known Chinese
musician, will also take part.
Other items on the programme
will be contributed by Mr. Li Chor-
chi (singer), Miss Lillian Chenalloy
(pianist), the Chinese Glee Club,
and the pupils of Miss O'Keefe and
Miss Capell.

PATRON SAINT HONOURED.

ST. GEORGE'S DAY CELEBRATION
IN COLONY.

GREETINGS EXCHANGED.

St. George's Day was fittingly
celebrated yesterday. Britons in
this distant outpost of the British
Empire were by no means lacking
in enthusiasm to do honour to the
patron Saint of England.

British soldiers were seen wear-
ing roses yesterday, and, as re-
ported in yesterday's *China Mail*,
a wreath was laid at the Cenotaph
by members of the St. George's
Society. The celebration in the
afternoon was an excellent musi-
cal entertainment provided by the
bugles and band of the Somerset
Light Infantry on the Hong Kong
Cricket Club ground.

His Excellency the Officer Ad-
ministering the Government (the
Hon. Mr. Wilfred T. Southern,
C.M.G.) and Mrs. Southern were
present. Amongst others present
were H.E. Major J. W. Sandilands,
Rear-Admiral R. A. S. Hill, Lt.-
Col. C. H. Little, Mr. and Mrs.
T. E. Pearce, Mrs. Cock, and Mr.
G. C. Moxon.

The Band and Bugle March,
which was the opening item on
the programme, was splendidly
performed. This was followed by
the Bugle March (St. George).
The "Retreat" was then sounded
by the buglers and its vibrant
echo could be heard from a great
distance.

The band gave selections from
"Martial Moments," and "Merrie
England." The "Empire March"
was then given by the buglers.
"Rule Britannia," and the hymn
"The Day Thou Gavest" followed
and the programme concluded
with the National Anthem.

Renewal of Promises.

Boy Scouts of the Hong Kong
Association turned out in large
numbers at the Volunteer Head-
quarters to renew their promises,
and a stirring address was given
by the Deputy Commissioner, Mr.
C. Champkin.

Standing at the salute the
Scouts renewed their promises for
the forthcoming year to do their
duty to God and the King; to
help other people at all times,
and to obey the Scout Law.

The Guides.

Members of the Girl Guides' or-
ganisation, the Brownies and Wolf
Cubs attended an informal func-
tion at Government House, where
Mrs. Southern (wife of His Ex-
cellency the Officer Administering
the Government) entertained them
to a tea party.

Successful Concert.

There was a "capacity" house
in the evening at the Lee Theatre,
when local artistes gave a pro-
gramme that was splendidly re-
ceived. Encores were frequent,
and every one went away feeling
that he had spent a thoroughly
good evening.

The combined bands of H.M.S.
Hermes and Cumberland started
the ball rolling with delightful
selections, and Dick Barty, with
his piano, put every one in a good
humour, playing no small part in
the success of the entertainment.

The Misses Aileen and Doris
Woods evidently know what suits
a Service man, and their selec-
tions "went over big," the artistes
being recalled again and again.

The other items on a generous
programme were all received en-
thusiastically, particularly Krol-
ler's "Caprice Viennoise," played
in masterly manner by Mrs. I.
Balan.

During the interval, Mr. T. E.
Pearce, President of the Society,
gave a short address on the aims
and objects of the celebration of
St. George's Day. He also return-
ed thanks to all who had helped
to make the afternoon and even-
ing's functions so successful.

Exchange of Greetings.

The usual procedure of ex-
changing greetings with various
overseas St. George's Societies
was carried out again this year,
when greetings were sent to and
received from—Canton, Shanghai,
New York, Vancouver, Kobe,
Singapore, Hankow, London, Pe-
king, Taingtau, Tientsin, Ipoh,
Kuala Lumpur, Malacca, Manila,
Brisbane, and Mackay (Queens-
land).

The Hong Kong Society also re-
ceived the following cablegram
from London:—"Banquet to-day,
St. George's Day, old style, Prince
Arthur of Connaught, chairman,
warmest greetings."

From New York came also fel-
litation and the message:—"Never
before has there been a greater
need for the establishment of
peace and amity between nations.
If the great English-speaking
peoples can, through their common
aims and ideals, come ever closer
together in bonds of sympathy and
understanding, it will do more
than to avert wars and main-
tain a continued peace than any
other influence on earth."

OBSCENE BOOKS.

Two More Convictions
of Sellers.

NOVELS DESTROYED.

Two more cases of possession
of obscene pictures and indecent
Chinese novels by book stall hold-
ers were heard by Mr. A. W. G. H.
Grantham to-day.

The first defendant was a man.
A Chinese detective visited his
stall in Man Wah Lane and found
a number of photos in a box un-
derneath the stall and seven in-
decent books on the stall.

Asked by the Magistrate if he
knew that the books were inde-
cent defendant replied: "More
or less." He was fined \$50.

A woman was the second defen-
dant. She was charged with ex-
posing one indecent book for sale
on her stall in Hillier Street and
pleaded "guilty."

Inspector J. Murphy, of the
S.C.A., asked the Magistrate to
take a serious view in view of the
fact that defendant was a licen-
sed hawk of books.

Mr. Grantham: But she has
only one.

The Inspector: She might have
more.

Fined \$25.

In each case the offensive books
and pictures were ordered to be
destroyed.

SHOOTING GALLERIES.

Surprise Action by
the Police.

SEVEN OWNERS SUMMONED.

At last the Police have taken
action against the shooting galleries
which have recently cropped up
like mushrooms all over the island
and the mainland. This, it will be
remembered, was commented on by
the *China Mail* on March 22 in "Still
Waters," our Saturday feature.

Surprise action on the part of the
Police has resulted in seven owners
of shooting galleries on the island
being summoned. Before Mr.
A. W. G. H. Grantham, yesterday,
they made a formal appearance and
were remanded for a week.

The summonses were brought
under the Arms and Ammunition
Ordinance of 1,900, in which the
word "arms" is defined as covering
"every air gun, and every kind of
gun from which any shot, bullet or
other missile can be discharged."

The "arms" used in the shooting
galleries are invariably "pop" guns
which "fire" corks. As a solicitor
will be appearing for four of the
seven defendants, interesting argu-
ment is anticipated on the point as
to whether or not the definition in
the Ordinance applies to "pop"
guns.

Mr. T. Murphy, A.S.P., is the
prosecuting officer.

As previously reported in the
China Mail credit goes to the
Revenue Department as being the
first to tackle this shooting gallery
problem. They successfully "got
at" one of the owners for dealing in
cigarettes without a licence, and
the man was fined.

It will be remembered that, com-
menting on the case at the time, we
pointed out that as shooting is not
a game of chance but one of skill,
gallery owners cannot be charged
under the Gaming Ordinance, and it
would be interesting to see what
other action can be taken against
them if they banned cigarettes from
amongst the prizes offered at their
"establishments."

The Police have now supplied the
answer, and it remains to be seen
if they succeed.

MARINERS WARNED.

It has been notified that the
wreck of a junk with mast visible
is situated in position 2 point 5
miles 692 point 5 degrees from Flag-
staff Point Lighthouse, Wei-hai-wei.
—British Naval Wireless.

Ten Years Ago

(From the "China Mail"
April 24, 1920.)

To-day's dollar is worth 4/- 10 3/4d.

The public generally, as well as
members of the Police Force, will
be gratified with the announcement
made by His Excellency the Gov-
ernor at yesterday's inspection in
the proposed improvement in the
status of the European police con-
stable. There has long been a
feeling that the title of police con-
stable should be dropped. The
rank is one which has been retained
hardly anywhere in the Far East
and in Hong Kong, where it is an
admitted anomaly, it ought certainly
to be abolished.

His Excellency in addition made
reference to the clothes of the men.
If it is the desire of the authorities
to make the Police Force look
smart, then some attention might
well be given to the summer cloth-
ing, then as at present issued. This
has been a sore point with the men
and would doubtless welcome a
uniform of some white material.

A CHINESE LEADER.

Interview with Mr. Wang Ching-wei.

HIS POSITION EXPLAINED.

On April 8 a reporter of the South China News Agency interviewed Mr. Wang Ching-wei, Chairman of the Executive Committee of the Second National Congress of the Kuomintang, at the latter's residence in Shanghai. At the end of the interview the reporter asked Mr. Wang whether he would give his signature to the report of the interview, as Mr. Wang had previously announced in the Press that he would be responsible for any communication not bearing his signature. Mr. Wang agreed and the interview was taken down in writing and then revised and signed by Mr. Wang as follows:—

Alliance with Kwangsi.
Q.—Nanking is making much capital out of the fact that although you are advocating for "the subjection of military forces under the control of the party" you are at the same time co-operating with the militarists, for instance, your alliance with the Kwangsi Generals and with Yen Hsi-shan. Mr. Hu Han-min is most unparaphrasing in his strictness against you. Will you enlighten us on this point?

A.—In October, 1927, there was a breach between me and the Kwangsi generals such as Li Chung-jen and Liang Shao-hung. The reasons for the breach are set out in my letter addressed to La Federation du Kuomintang on Europe, the main one being that I was opposed to the renewal of hostilities between Hankow and Nanking at a time when the two centres had just been reconciled. I am now co-operating with the Kwangsi generals because on May 5 last year General Li Chung-jen, publicly denounced the so-called "Third National Congress" which was illegally created by Chiang Kai-shek and declared for the proper election of a legal Congress in order to restore to the members of the party those powers which Chiang Kai-shek had usurped for himself.

And because at the same time General Liang Shao-hung and Pei Chung-shi also made the following declaration in a circular telegram:—

"The Third National Congress should be the highest authoritative organ of our party. The present so-called National Congress is merely a creature of Chiang Kai-shek. It is illegal and has no mission. We cannot, therefore, recognise the Central party organ and government constituted by such an illegal Congress. At this juncture when the system of our party is completely disorganised, when the central powers are in the hands of a usurper and when there is no room for the proper functioning of our party administration, we solemnly hope that the Central Committee of the Second National Congress will immediately restore the Central Party organ and the Central Government and prepare for the convening of a lawful Third National Congress so that all problems concerning our party and government may be authoritatively solved. We pledge our most loyal support to such a cause."

Co-operation Possible.
The sentiment of the Kwangsi Generals is entirely in accord with those contained in the declaration on Party Protection which I made on March 11, 1929. There is therefore no moral or political impediment to my co-operation with the Kwangsi generals. There is nothing in our action which is inconsistent with our character as revolutionists. I may add that my present association with Generals Li, Hwang and Pei began only after the defeat of their 4th Group Army. We are not associating for our own personal ends but are engaged in a common struggle for a common cause. Can it ever be said that my action is similar to the action of those politicians who courted the influence of the 4th Group Army in the heyday of its prosperity for the furtherance of their own political interests, but did not hesitate when it was to their own advantage to precipitate its downfall in its hour of defeat?

Relations With Yen.
Q.—What about your alliance with Yen Hsi-shan?

A.—Let us recall to our mind Yen's telegram of the tenth of February and the subsequent telegrams exchanged between him and Chiang Kai-shek, Tan Yen-kai, Hu Han-min, Wang Chung-hui and Wu Chi-hui, prior to his taking up the post as Commander-in-Chief. Was there a single telegram by Yen which did not point out the illegality of the so-called Third National Congress and the evils of the civil war following therefrom? Later on on April 1 when he took up the post of Commander-in-Chief Yen declared: "It is unfortunate both for our country and for our party that the majority of the delegates to the Third National Congress should have been nominated instead of being elected. Our party the authority of which should be supreme has now transformed itself into the rule of a single individual." Yen's views are in harmony with all the aims of our movement for the protection of the party since March last year. We therefore co-operate with him. Here again is there anything inconsistent with our character as revolutionists? If we set our personal interests before the principles of our revolution then indeed we shall not be unlike Chiang Kai-shek and his satellites who while they required the support of Yen against Feng Yu-shiang secretly offered him the office of Assistant Commander-in-Chief of the aerial, naval and military forces and who later on when they wanted Yen to join in an attack upon the 4th Route Army did not hesitate to sacrifice to him the absolute control over the administration and the civil and military appointments in the four provinces of Chihli, Shansi, Chachar and Euiyuen and complete authority over military affairs in the regions along the banks of the Yellow River. During this time Yen was alleged as the "pillar of the State" and the support of the Agency.

ROUND THE CINEMAS

Norma Shearer's "Talkie" Voice.

"TRIAL OF MARY DUGAN"

NORMA SHEARER, who makes her talking picture debut in "The Trial of Mary Dugan," Bayard Voller's all-talking picture for Metro-Goldwyn-Mayer, which is a 100 per cent. dialogue special, and which opens to-day at the Queen's Theatre, is known as the "girl with the 100 per cent. talking picture voice."

Miss Shearer, who never has been on the stage, studied voice culture at the University of Southern California before she was assigned to the title role in the Bayard Voller stage-hit, and when studio executives heard her first test they were amazed by her perfect diction and voice quality. Critics then saw the test and pronounced it "100 per cent."

Lewis Stone, H.B. Warner and Raymond Hackett are featured with Miss Shearer in the murder drama. Lilian Tashman, Olive Tell, Myra Hampton, Mary Doran and others of note appear in the supporting cast.

SIR CECIL AT PENANG

Statue of Queen Victoria to Be Unveiled.

Penang, April 10.
At the request of the Chinese community H.E. the Governor will unveil the statue of Queen Victoria, which has just been erected on Victoria Green. The ceremony will take place at 10.30 a.m. on April 23.

On the occasion of his first visit to Penang the Governor will make an early landing and take a short rest at the Town Club, after the reception at the jetty at 8 o'clock. The ceremony at the Town Hall is expected to be completed by 9 a.m. The Governor will then drive to the Residency for breakfast, after which he unveils the memorial.

LOVER'S MISTAKE.

"Granny" Abducted Instead of Daughter.

Zagreb, March 20.
A youth named Arangel, in the village of Rustovatch, fell in love with the beautiful maiden living with her grandmother. The latter not countenancing the match the lover and his two brothers planned to carry off the girl. They crept into the bedroom, muffled the sleeper's head with bed clothes, and drove off as speedily as possible. When they stopped and uncovered the captive they found the wrinkled old grandmother, whom they flung into the ditch. The three have been arrested.

party." Soon after when Yen failed to respond to their allurement they completely forgot what they had said before and issued a mandate against him in which they suddenly remembered all his crimes and wickedness since the first year of the Republic. The contradictions of Nanking's propaganda are becoming shamelessly indecent.

Merely An Ideal.
Q.—To subject the military under the control of the party is certainly good but it is not easy of realisation. Many members of the party regard it as merely an ideal especially at the present time. How do you propose to overcome the difficulty?

A.—I admit the difficulty. There are, however, two ways of regarding a difficulty. One is to avoid it whenever and whenever met. The other is to employ one's utmost strength in overcoming it. I have suffered many failures since March 20, 1926, all due to the difficulty of the problems confronting me. If I do not admit the difficulty of the present problem I am only deceiving myself. On the other hand if I admit the difficulty and yet do not endeavour to overcome it I shall not be at peace with my conscience, for I believe that the only means of saving the country is by subjecting the military under the control of the party. I shall lead all our comrades in an endeavour towards the solution of this most difficult of problems regardless of the amount of the efforts that should be called forth or of success or failure or even of our personal safety. In order to overcome all difficulty and attain our object there is no way open to us but by restoring the principle of democratic centralism in the administration of our party and the building up of a healthy, democratic influence in the government of the country. Chiang Kai-shek is being opposed by military comrades all over the country because he attempts to concentrate all powers in his own person. If the principle of democratic centralism is adhered to our military comrades will not be obeying the dictates of a single individual but the resolutions of a party. There will then be no occasion for schisms and splits in our party as are taking place at the present day. If a healthy democratic influence is at work no military officers will be able to gratify their personal ambitions by reliance on their military strength, for then any of their subordinates with the moral support of the people will be in a position to overthrow them. South China News.



The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on 355 metres:—

6-7 p.m.—European Programme of Columbia Records by courtesy of Anderson Music Company:
"Radetzky March" (J. Strauss; Op. 228),
"Feuergeister" (J. Strauss; Op. 269),
"Hungarian Rhapsody, No. 8" (Liszt) ... Ethel Leginska, Piano Solo.
"The Meistersingers"—Selection (Wagner).
The Regimental Band of H.M. Grenadier Guards, conducted by Capt. George Miller.

"Don Giovanni"—Selection (Mozart).
Bournemouth Municipal Orchestra, conducted by Sir Dan Godfrey.
"Capriccio" (Brahms; Op. 76, No. 2),
(a) "Duet Op. 38, No. 6," (b) "Spinning Song, Op. 67, No. 4" (Mendelssohn).
Myra Hess, Piano Solo.

"Hear My Prayer" (Mendelssohn).
The Choir of St. George's Chapel, Windsor.
Sports.
See Special Sports Diary on page 9.

7 p.m.—A Talk by Mr. W. Noise on "Modern Art and Some Famous Pictures."

7.15 p.m.—Recorded Programme continued:—
"Faust—Valse" (Gounod),
"Faust—Prelude" (Gounod),
Milan Symphony Orchestra, conducted by Cav. Lorenzo Molajoli.

"Lionel Monckton Memories" (Lionel Monckton).
Columbia Light Opera Company with Orchestra.
"Tommy Handley Calling" (Tommy Handley).
Descriptive Sketch by Tommy Handley with Piano.

"Lionel Monckton Memories" (Lionel Monckton).
Debroy Somers Band.
8 p.m.—Chinese Studio Concert.
10.30 p.m.—(approx.)—Close Down.

NAVAL MOVEMENTS.

H.M.S. Vindictive will sail for Wessing on Monday.
H.M.S. Cumberland with four destroyers, namely, Serapis, Sepoy, Sterling, Scraph, will sail for Northern waters on the same day.



Back At Work.

After Fever, Influenza Or Other Illness Take
Dr. Williams' Pink Pills.

They Quickly Build You Up.

People who have suffered from an attack of influenza, malaria, or other weakening disease, usually need a tonic to build up the blood, to revitalise the nerves, and to repair the damage done to the system. Such supporting treatment assists nature, shortens convalescence, and often saves weeks and months of lingering ill-health. Read this American business man's evidence of the great value of Dr. Williams' Pink Pills, the world's most famous Blood and Nerve Tonic, under such circumstances:—

"Following an attack of grip last fall," says Mr. Donald Donovan, No. 1, Woodside Street, Salem, Mass., "I was unable to get regular sleep and my system was about exhausted. My blood was thin, I lost fifteen pounds in weight, my appetite was poor, I had no strength and I was subject to chills. My father-in-law insisted on my trying Dr. Williams' Pink Pills and after I had used two bottles, I noticed improvement. I continued the treatment and recovered appetite, strength and weight. I am working every day now and can recommend Dr. Williams' Pink Pills highly as a system building tonic."

Dr. Williams' Pink Pills are equally good for old and young. They are a proved remedy for anaemic conditions, digestive weakness, lost vitality in both sexes, also for those ailments only women know. Your chemist sells them, but be sure and see you get the genuine. Imitations and substitutes have never cured anybody.

SHADOWS BEFORE

COMING EVENTS ANNOUNCED IN CHINA MAIL

Social Functions
To-day—Tea Dance at Hong Kong Hotel, 4.30 p.m.
To-day—Tea Dance at Peninsula Hotel, 5 p.m.

To-day—Dinner Dances at Hong Kong, Repulse Bay, and Peninsula Hotels, 8.30 p.m.
To-morrow—Dinner Dances at Hong Kong and Peninsula Hotels, 8.30 p.m.

April 25—Diocesan Boys' School Dance, 9 p.m.
Entertainments.

To-day—Queen's Theatre, "Trial of Mary Dugan."
To-day—Star Theatre, "The Awakening."

To-day—World Theatre, "The Crowd," 5.15 and 9.20 p.m.; "The Eying Woman" (Chinese picture), 2.30 and 7.15 p.m.

To-day—Majestic Theatre, "Serenade."
To-day—Sailors' and Soldiers' Home Concert, 9 p.m.

April 26—At Theatre Royal, Charity Concert in aid of Tin Kwok School & Orphanage, 9 p.m.

Sports
See Special Sports Diary on page 9.

Home Mail.
To-day—Inward from Europe via Suez (Mantua).
To-morrow—Inward from Europe via Siberia (Rajputana and President Madison); Outward for Europe via Siberia (Mantua), 8.30 a.m.

Lammerts' Auctions.
To-morrow—At Sales Room, Duddell Street, household furniture, 2.30 p.m.

To-morrow—At Sales Room, Duddell Street, fancy costumes, 2.30 p.m.

April 28—At 1. Observatory Villas, Kowloon, household furniture, 11 a.m.

April 28—At Dr. Henley's Laboratory—and—dwelling-house, household and office furniture and laboratory glassware, 2.30 p.m.

Land Sales.
April 28—At P.W.D. Offices three lots of Crown land, 3 p.m.

Meetings.
April 26—Hong Kong Tug and Lighter Co., Ltd. (in liquidation), Des Voeux Road Central, Noon.

May 7—Humphreys Estate & Finance Co., Ltd., Hong Kong Hotel, 11.30 a.m.

Miscellaneous.
To-day—Laying of Foundation of War Memorial Nursing Home, 4 p.m.

To-morrow—Hong Kong Benevolent Society Jumble Sale, City Hall, 2 p.m.

May 9—Union Church Annual Spring Jumble Sale.

It is revealed that the statue of Eros must be returned to Piccadilly Circus, owing to a provision in the London Electric Railway Act, 1923.

THEATRE ROYAL.

CHARITY CONCERT, SATURDAY, 26th INST. IN AID OF

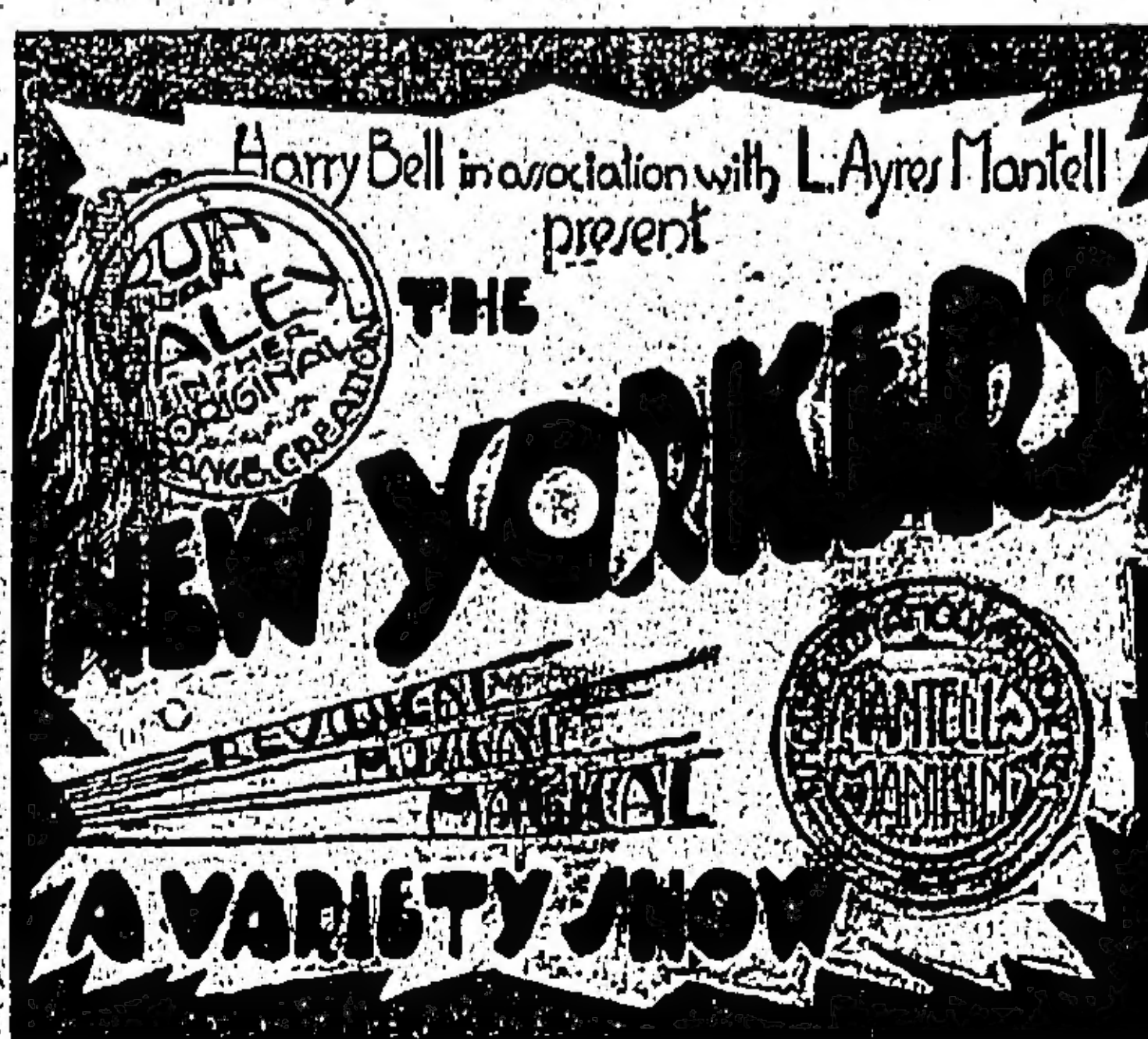
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CHURCH NOTICE

A special inaugural service for the consecration of a new altar at the Church of St. Lawrence at Macao will take place on Sunday, April 27, at 8.30 a.m.

Hong Kong residents desirous of attending this service are advised to make their arrangements to be in Macao on Saturday evening.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction

ON
FRIDAY, APRIL 25, 1930,
Commencing at 3 p.m.,
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Duddell Street.

Some of the Costumes as worn in the recent A.D.C. play "And So To Bed."

Terms:—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.
Hong Kong, April 24, 1930.

2,000 SHOCKS.

Large Area in Japan Affected.

Tokyo, March 29.
An official warning has been issued by the Central Meteorological Observatory to the inhabitants of the Ito district, which is famous for its hot-springs, in the Izu Peninsula, forty miles south-west of Yokohama, where over 2,000 earthquake shocks have been felt since the middle of February.

The local police and town officials are taking precautions, as many of the buildings have been seriously affected by the constant tremors. The opinion of leading seismologists are reported to vary—some asserting there is no cause for alarm, others being apprehensive, though all are confident that the phenomenon is of a purely local nature.

5s. to \$500 A WEEK.

Ex-Call-Boy's Triumph As d'Artagnan.

London, March 29.
A stage romance culminated in Drury Lane last night when Dennis King, who started as a call-boy at a Birmingham theatre in 1913, at a salary of five shillings a week, and subsequently gained fame in America, secured a personal triumph as d'Artagnan in the musical version of "The Three Musketeers," for which he is said to be receiving \$500 a week.



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9384-5—Peer Gynt Suite.
9111—By The Blue Hawaiian Waters Selection.
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9195—New Sullivan Selection.
5472—Scottish March (Quick Step)

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Crep Rubber Backskin Shoes \$10.00
Black or Brown Shoes from \$5.00
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LAWN TENNIS.

Francisco Aragon and
Gordon Lum Visit.

EXHIBITION-GAMES.

Local lawn tennis enthusiasts
will be glad to learn that arrange-
ments are being made to stage an
exhibition tennis match between
Francisco Aragon, champion of the
Philippines, and the local cham-
pion, T. Honda, on the Stand
Court, Hong Kong Cricket Club
ground, on Monday afternoon.

Aragon arrived in the Colony on
Tuesday by the M.M. D'Artagnan
and is passing through after a
business trip to Saigon. He is
awaiting word here from the
Philippines as to whether he will
be wanted to play for his country
in the Far Eastern Olympiad which
takes place in Tokyo next month.
This clever exponent of the game
has been here before, when he de-
lighting those who saw him with a
sparkling exhibition of tennis. He
possesses a cannon-ball service, but
he relies more on his court-craft and
general knowledge of the game to
bring him the points. Aragon is
also doubles champion of the
Philippines, and his partner is
his brother, G. Aragon, who is
more of the steady type of player.

It is also hoped to arrange a
doubles match between the cham-
pion of the Islands and Gordon
Lum and the Runjahn cousins, and
if this is found to be possible the
match will be played on Tuesday,
also on the Stand Court.

UNSPORTSMANLIKE?

Hasty Conclusions Would
Be Unjust.

SHARKEY-SCOTT INCIDENT.

Are Americans unsportsmanlike?
—is a question which has been asked
time and again, and not without
just cause. Various incidents,
happily few and far between, in the
course of sporting encounters with
our friends from across the Atlan-
tic, have given us food for thought.
The regrettable happenings at
the heavy-weight boxing contest be-
tween Scott and Sharkey which
have given rise to so much contro-
versy will, no doubt, re-open the old
question as to whether Britons
in sporting competition with Ameri-
cans are given a fair deal.
It is no good disguising
the fact that there is a
belief among many that this is not
the case, and recent treatment met-
ed out to Scott has rather aggra-
vated this opinion.

Some Fine U.S. Athletes.

I have no axe to grind for the
Americans, says C. W. Packford
in "Sporting Life"—rather the re-
verse, for many of their methods
and mannerisms irritate me
—and I have spent many
years trying to forget that
deplorable unsportsmanlike con-
duct of three of their athletes
in the final of the 400
metres race in the 1908 Olympic
Games when Lieut. W. Halswelle,
the only remaining British competi-
tor, was deliberately fouled to pre-
vent him winning.

We must not judge a sporting
nation, however, on an isolated
instance of rank bad behaviour.
We should remember the many
occasions when their representa-
tives have given indication of
possessing the same regard for
"playing the game" as do our own
men. I have known, and still
know, many of the athletes we
have welcomed in these isles.

Let me take a few here and there.
There have been "Big Bill" Tilden
and Francis Hunter in lawn tennis;
"Bobby" Jones and Walter Hagen
in golf; L. E. Scholes and W. M.
Hoover in sculling; E. Egan in box-
ing; and such athletes as C. D.
Reedpath, J. E. Meredith, M. W.
Long, W. W. Coe, N. S. Taber, and
H. M. Osborn, and there is not one
of these men who has not been the
recipient of much friendship from
Britons.

Take W. W. Coe as an instance.
As a schoolboy I met this sturdy
American "when he was up at
Oxford." To me he was a Hercules
indeed, for he could put the weight
over 45 feet with apparently little
effort. He was a man who had the
utmost respect and admiration for
British sportsmen generally, and
he frequently expressed the desire
that he could inculcate the same
principles among his own country-
men. That he attempted to do on
his return I have little doubt.

N. S. Taber was an American by
birth, but a man possessed of those
sporting characteristics which we
all admire. He will be remember-
ed for his great running in 1916,
when he knocked one-fifth of a
second off the previous record of
4min. 12.4/5 sec. for a mile, held
by W. G. George. Taber represented
the United States in that memor-
able 1,500 metres race at Stockholm
in 1912 which was won so sensa-
tionally by Arnold Jackson, a
youthful Oxonian, and he was the
first to congratulate the winner.
In spite of his own personal disap-
pointment at not gaining the

honours—he was third—the vic-
tory of Jackson was a real source
of pleasure to him.

At various times I met
Reedpath, Meredith, Sheppard,
and Kraenzlein, and it was
impossible not to like them.
When Reedpath ran the race
of his life and defeated Hans
Braun, that very gallant German
sportsman, he was naturally elated,
but one of the first things
he did after the race was to tell
Hans that he had had all the luck
in the matter of position.
Kraenzlein, who revolutionised
hurdling in this country when he
first came over here in 1900, was a
man modest in the hour of victory,
as were Meredith and Sheppard,
two of the greatest runners we have
seen.

In the Golf World.

Then Scholes and Hoover, both
of whom have won the Diamond
Sculls at Henley, made as many
friends over here by their sporting
demeanour as Joe Wright, the popu-
lar Canadian, has done, and in the
world of golf there is no more popu-
lar personality than "Bobby" Jones.
This was proved when he won his
second British golf championship
at St. Andrews, for he had the
honour of being made an honorary
member of the famous and
rather exclusive Royal and An-
cient Club.

Of "Big Bill" Tilden I need only
say that when the time arrives that
he can no longer appear at Wimble-
don no man of any nationality will
leave a bigger blank. We shall
also miss Francis Hunter, his great
friend, for he, like the others I have
mentioned, is a sportsman of whom
any country may be proud. Remem-
bering these men—and I have only
recalled those I have personally
known—we should do an injustice
to America if we took the regret-
table incidents in the recent fight
as indicative of a lack of sports-
manship in that country.

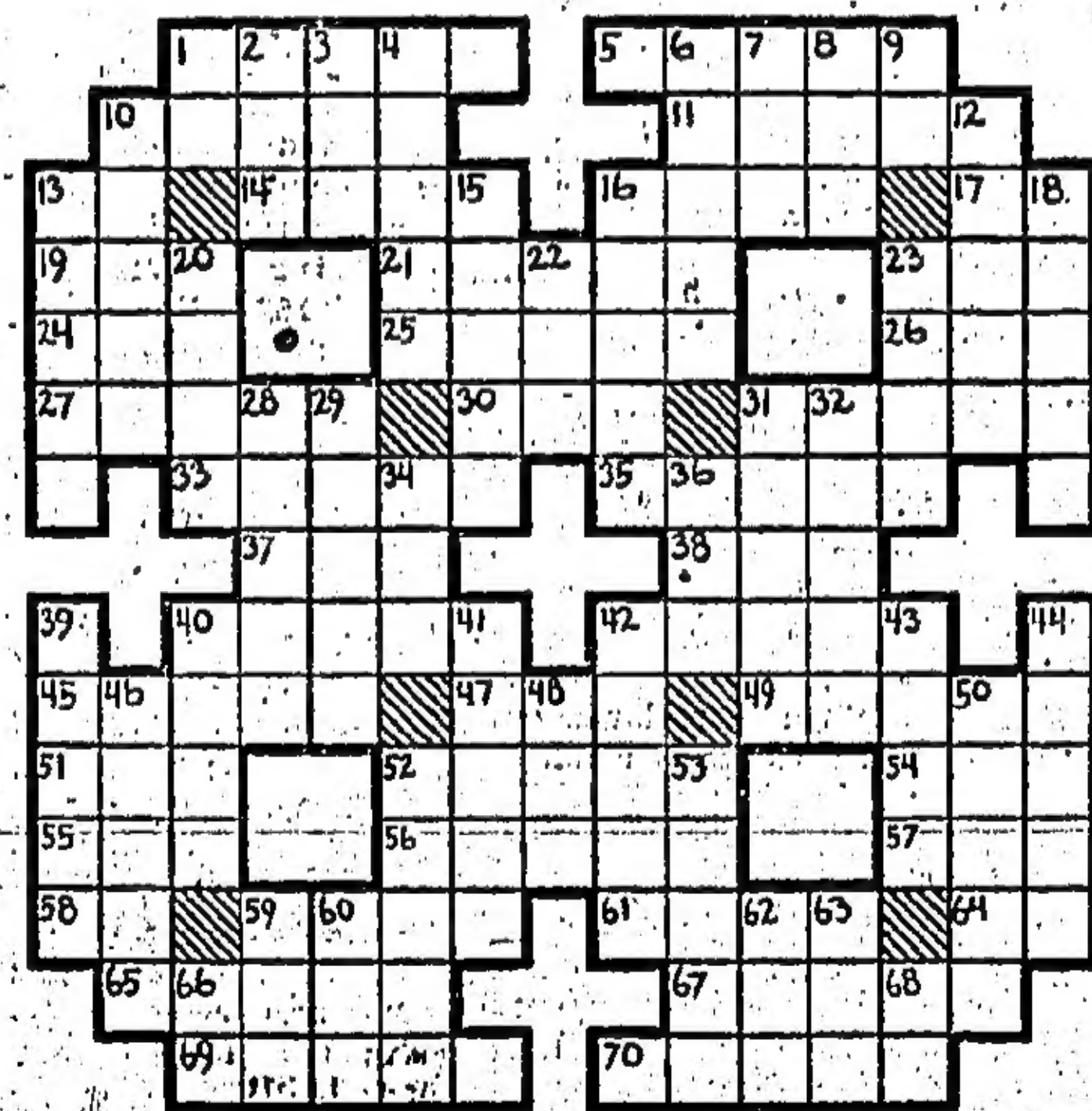
Following Mr. J. R. Clynes's
statement on sweepstakes, a firm of
stockbrokers has indicated to clients
that it will be impossible to pass on
tickets in the Stock Exchange
Mutual Subscription Fund.

YESTERDAY'S SOLUTION

ACROSS
1. BACQUE
2. SALADE
3. DETOURS
4. ESOMITE
5. EHLINT
6. DESSERT
7. CADET
8. RELATE
9. AO
10. AVE
11. REINS
12. TWIN
13. DEN
14. HAMES
15. HORNS
16. EDUCATE
17. MOPES
18. DANCED
19. LIVES
20. BONE
21. CATER
22. LIVE
23. RUGS
24. SCURS
25. NOT
26. AB
27. BURSE
28. BUGLE
29. STEARIN
30. AFAR
31. UR
32. SENSATE
33. TARGETS
34. READER
35. STEVE

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but
our readers are warned to look out for occasional phonetic
spellings, such as harbor, glow, and altho.)



- HORIZONTAL**
1-Upset
5-To attempt
10-A pebble
11-Anxious
12-An exclamation of surprise
14-A set of workers
15-A piece of window glass
17-Done (Latin)
19-End
21-Part of a flower
23-Except
24-Unit
25-Musical instrument (pl.)
26-One of a tribe of Indians
27-Approaches
28-A breed of pheasants
31-A sheriff's assistant
35-Tail grass stems
36-Attain
37-Precede
38-Ah (German)
40-Lawful
42-Handed as by a ladder
43-Especially (abbr.)
44-Hum
45-Pouch
- HORIZONTAL (Cont.)**
52-Vitrified by heat
54-A greasy liquid
55-Ending of nouns of action
56-Willow twigs
57-Born (French)
58-Egypt (abbr.)
59-Baucy
61-To take dinner
64-Church of England (abbr.)
65-A vegetable
67-Weird (Scott.)
69-Combining form—nine
70-A viper
- VERTICAL**
1-A thoroughfare (abbr.)
2-Cooking utensil
3-Suffix—same as "in"
4-A brace and a half
6-Northern fur-bearing animal (pl.)
7-River in Poland
8-Eggs
9-Pronoun
10-Listen
12-Puts to flight
13-Reconcile
- VERTICAL (Cont.)**
15-Wealth
16-News sheet
18-Abrupt
20-A fruit
22-Scrutinize
23-A branching shrub
25-Repulse
29-A worsted material
31-Having a particular gait
32-A yellow color
34-Deacon (abbr.)
35-Consumes
39-To omit
40-A delicate network of threads
41-Smallest
42-Swiftness
43-A diving water-bird
44-A volcano on island of Martinique
46-Goods on board a vessel
48-Kind of snowshoe
50-A relative
52-Carried
53-Withered
54-A pig
56-Eternity
62-Boy's name (short)
63-Slower than
66-Point of compass (abbr.)
68-Irish (abbr.)

(The solution of the above cross-word puzzle will appear in tomorrow's issue along with a new cross-word puzzle.)

Have You Heard?

A Scotsman approached an at-
tendant of a bowling green and
quietly handed him twopence.

"What's this for?" asked the at-
tendant.

"A game o' bowls, laddie," re-
plied the Scot.

"Yes, but the fee is sixpence.
Read that board."

"I have done, laddie," nodded the
Scot with a wink. "It says fees for
the green, sixpence a game, but I'm
nae green."

When on the shilling terracing
poor little Jones can't see a thing.
He's short.

He'd like to patronise the stands,
but owing to the wife's demands
he's "short."

She: "Do you believe in long
engagements?"

He: "Well, I think an engagement
should be long enough to test a
man's constancy and to give the girl
time to learn to cook."

The shop had been in the Jinks's
family for generations, so that,
when a large notice, "Under New
Management," appeared in the win-
dow, the villagers were very inter-
ested, and awaited curiously the
coming of the new proprietor.

As days went by and Jinks was
still behind the counter, and the
notice still prominently displayed,
one of the bolder spirits asked him
when the new people were coming
in.

"What new people?" replied
Jinks.

"You've got 'Under New Manage-
ment' on the window."

"Oh! that. Didn't you know I've
been and got married?"

Jones (to his grocer): "You seem
angry, Mr. Brown."

Brown: "I am. The inspector of
weights and measures has just been
in."

Jones: "Ha! ha! He caught you
giving fifteen ounces to the pound,
did he?"

Brown: "Worse than that. He
said I'd been giving seventeen."

"That house I have taken from
you," said the dissatisfied tenant,
is horribly draughty. When I am
sitting in the middle of the room
my hair blows all over my head.
Can't you do something for the
windows?"

"Don't you think, sir," replied the
agent, suavely, "it would be easier
and cheaper for you to get your
hair cut?"

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Levels, \$21.00
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Pekfulum
Road, \$23.00
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Delivered to
Kowloon, \$19.00
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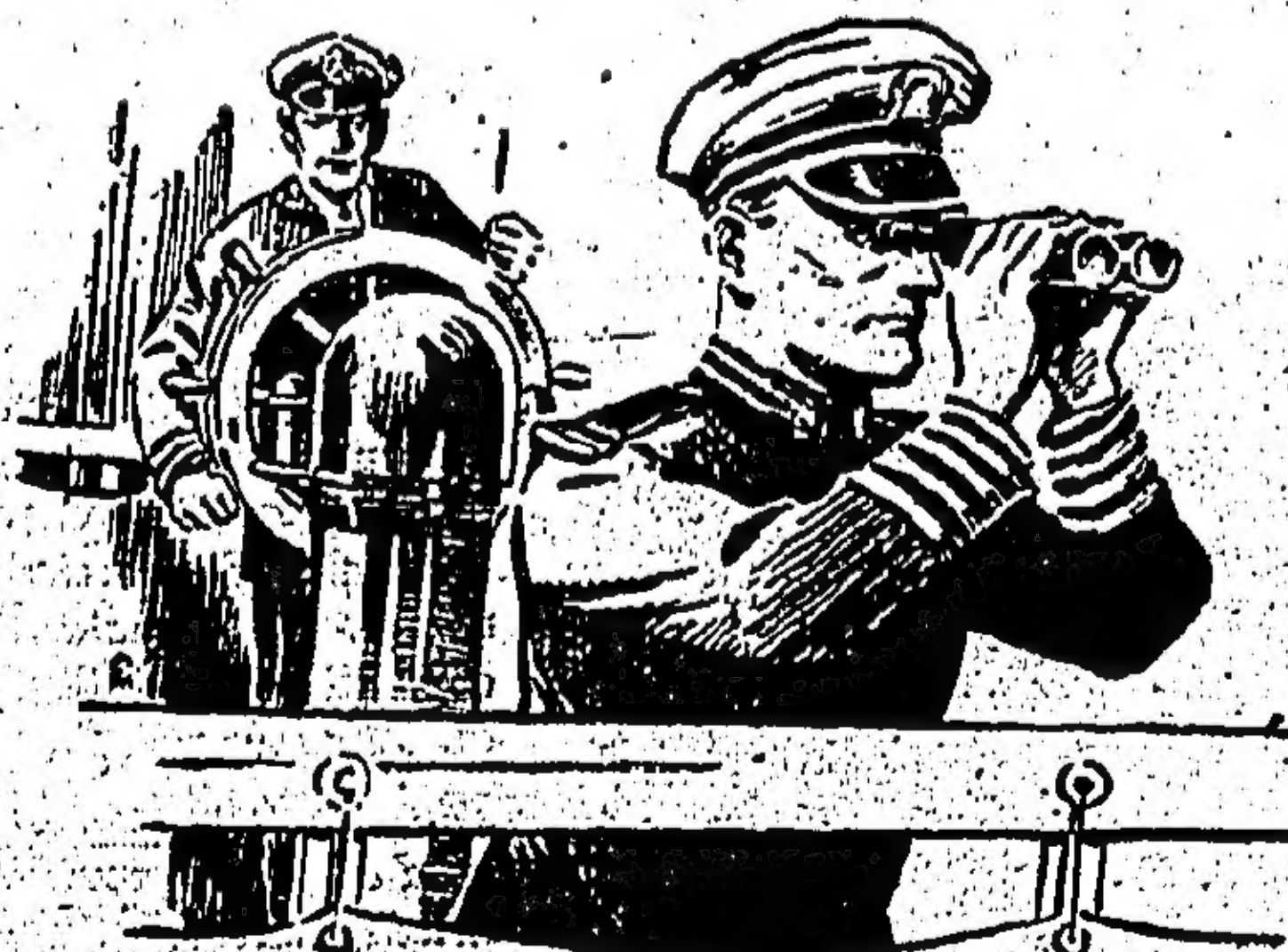
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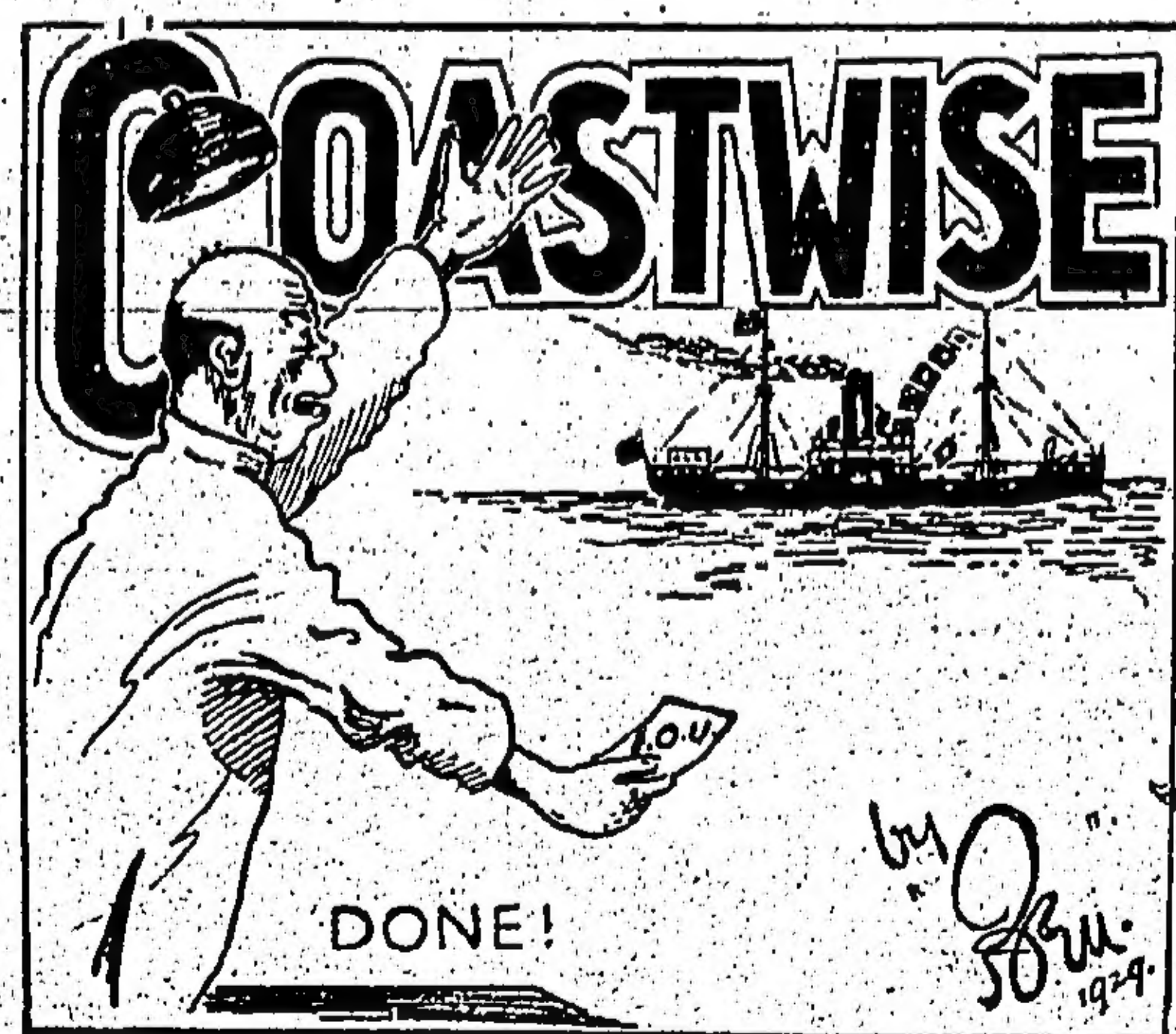
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Motor car head lamps and the light they give are subjects that have always held a particular interest for me, because I regularly perform a fair amount of night driving in country districts, and have fallen into the habit of taking special notice of the different types of lamps that come my way. At the moment I am thinking, not of the dazzle problem, but solely of lighting efficiency. Whenever I take over a new car I find that trial and error adjustments of the lamps have to be attempted many times over different roads at night before the best results are secured.

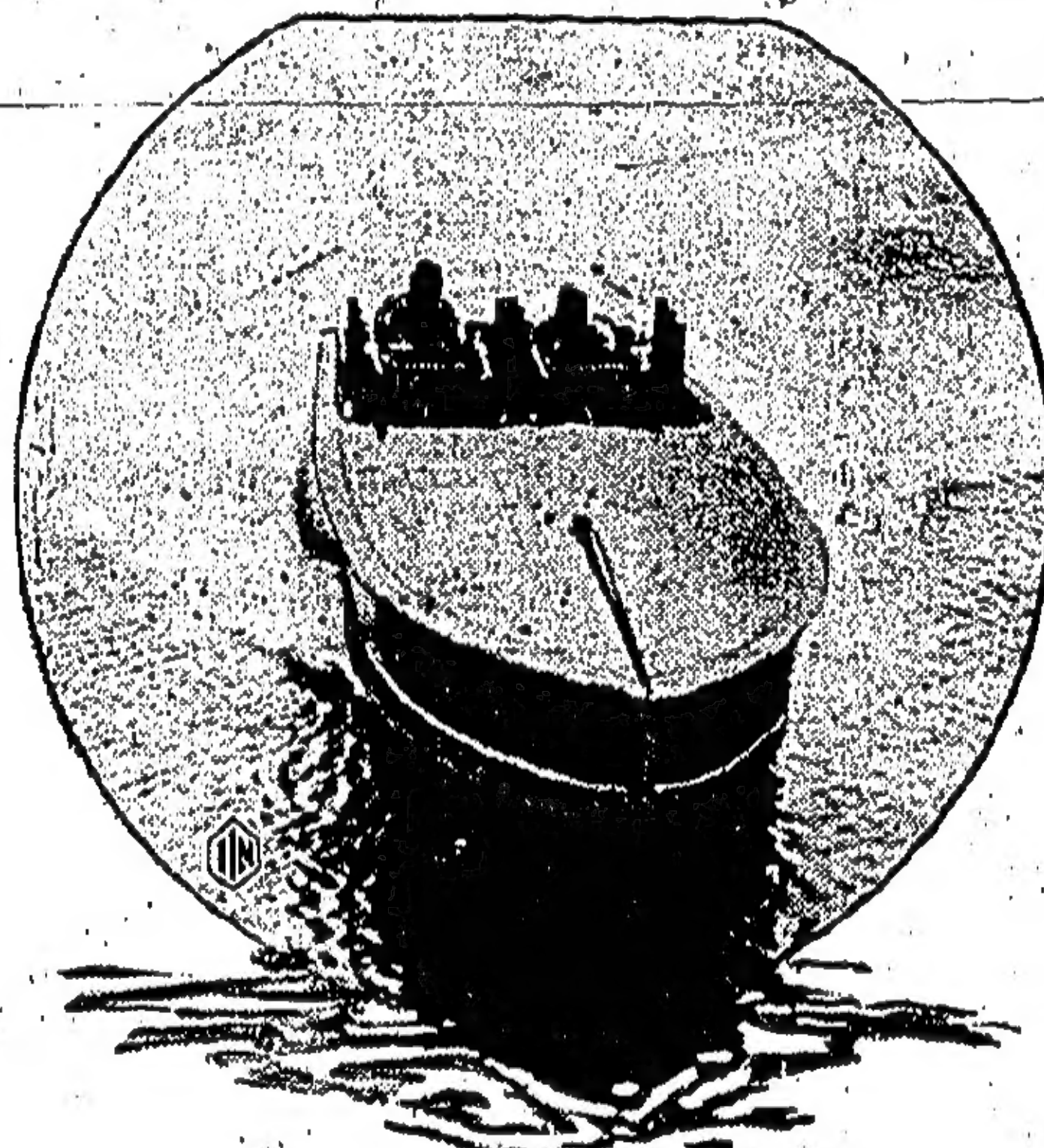
As most experienced night drivers know, there is a tremendous lot in getting head lamps really well focused, and also in setting the direction of the beams to the best advantage. writes Montague Tombs in The Autocar. The ultimate aim is to obtain a form of light that suits a particular driver's eyesight, and his method of driving. Adjustment takes time because it has to be made first on familiar roads, both broad and narrow, checked again over unfamiliar roads, and, finally, checked once more to secure the best average result for dry nights and also for black, nights heavy with rain. Lastly, the best light is that which tires the eyes least over a really long journey.

Sometimes I think that with this kind of light the faster you go the better you can see. Smooth light is deceptive.

In the matter of focusing head lamp bulbs correctly there is not a great deal of latitude with any given reflector. You must not push the bulb so far in that a black spot appears in the centre of the field when the light is played on to a flat surface, and you must not pull it so far out that the field looks a splatter of flecks of light. But round about the correct and clean-cut focus point there is just a slight margin of choice between a narrow field and a wider one.

Experiment, Well Worth While.

I try to set my left-hand lamp on the wide beam side, and the right beam more narrow and penetrating, then when setting the position of the lamps on their brackets I aim for the left lamp to point pretty well straight ahead, and the right lamp beam so that it plays along the centre line of my half of the road. This keeps the main beam a little out of the way of oncoming traffic. But I do not overdo it, because it is inadvisable to leave the right of the road too dusky. Incidentally, the worst part of writing about head lamp adjustment is the difficulty of illustrating one's remarks, but anyone attempting to make these adjustments will soon realise what is meant after making a little practical trial. Experiment is well worth the making, for a short-sighted driver needs quite a different lamp setting from that suitable for long sight.



Car Wood, elderly motorboat racer, at the wheel of his newest water donkey, Miss America VIII, churning up the waters of Blacynno Bay, during a speed trial. Mr. Wood is preparing his speedy craft for coming motorboat racing competition, which is growing stiffer and stiffer each year with new models from Great Britain being brought to America.

It is my experience that the ideal light is the smoothest light, that which gives an even spread, and the introduction of proper diffuser glass fronts for lamps a year or two ago helped a great deal. Curiously enough, the smoothest light very often seems at first to the driver to be relatively dull, but he soon discovers that he can drive fast behind it. That is why adjustment is difficult. What appears to be a good penetrating light when one is standing beside a stationary car may prove to be a trying light to drive by.

One of the greatest difficulties is that a car in motion ways and pitches on its springs in accordance with the irregularities of the road surface. For this reason, head lamps which throw a sharply defined central beam are not always desirable, for if the lamp moves an inch the beam may dance up and down yards on the distant hedge sides and tree tops, and cause a flickering that is very trying to the eyes after a time.

A Smooth and Wide Field of Light.

Head lamps have to be suited to the car. All exceptionally well sprung vehicles which are particularly steady can carry lamps with a narrow long-distance beam, but a little car that bounces needs a very smooth and wide field of light, so that flickering is reduced to a minimum. These are very true facts. Recently I fitted a small and rather fast car with some jet head lamps which throw a narrow penetrating beam, but smooth, for I thought that it would be possible to travel faster when deserted roads welcomed me. But those beams danced about so much that my eyes were strained, and it was necessary to change over to normal lamps with a soft, even spread. I could not see so far, but I could see more clearly, and with less "sight-consciousness."

From contemplation of head lamp adjustments made by other people I conclude that I set my beams higher than most. I like a high head lamp, and I do not like a "splurge" of bright light on the road surface directly in front of the car; it is trying to the eyes, especially on dry, white roads, and is opposed to the ideal of a smooth light. In daylight driving one does not stare at the road surface, but over it. So at night with a beam fairly well up one sees over the road surface and not on to it. Admittedly, there are times of elduburst and intense darkness when a more declining beam is better.

Normally the fairly high beam setting helps to pick up cottage roofs, tree branches, and hedge tops, and these landmarks are of great use when finding a way over unknown territory, as well as on familiar ground. Only the other day I was driving behind some rather low-pitched head-lamp beams and I actually lost my way two or three times over a hundred miles route that I know pretty well.

Normal Adjustment and Dazzle.

Once more I ought to mention that dazzle is not under consideration at the moment, but if one's lamps are fitted with "dip-and-switch" and one uses the control with consideration for others, the normal adjustment of the lamps as regards dazzle does not matter much.

Sometimes people are heard to say that they cannot see well when "dipped and switched," but if this is the case, it is obvious that the left-hand lamp is pointing too much to the left, and too far down. But there is a lot of interest and eventual benefit to be obtained by a car owner who has the patience to get out his head lamp adjustment, and adjust his head lamp really well. It is surprising what good results can be obtained from a decent 12-volt lamp with only 18 or 24 watt gas-filled bulbs.



Some of you have read about Elias Howe who invented the sewing machine. A wonderful instrument, saving time and labour for women, and yet Howe could not get anybody to buy it. He finally was reduced to the extremity and degradation of having to attend his own wife's funeral in a borrowed suit of clothes.

To be sure, the sewing machine finally came into its own, but a whole generation of women who might have been served by it lived and died without the help of the machine. Why? Because there was no advertising to tell them about it, and no merchandising organisation to get it to them.

Advertising and results from the use of Gargoyle Mobiloil, are the two outstanding reasons for the remarkable demand for Gargoyle Mobiloil. If we did not advertise this most efficient and economical motorcar engine lubricant, literally tons of money would be annually wasted on unnecessary replacements and repairs.



BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. C.4759.
BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. C.4759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.
CHRYSLER MOTOR CARS.—Republic Motor Co. of China 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
DE SOTO MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
GUY MOTOR PASSENGER BUSES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
MORRIS.—Hongkong Hotel Garage, Queen's Road, C.4759.
OAKLAND.—Lane, Crawford, Ltd.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
PACKARD MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C.1216 & 6252.
PLYMOUTH MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
PONTIAC.—Lane, Crawford, Ltd.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. C.4759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.
TRIUMPH MOTOR CARS.—The Globe Automobile Co., Ltd., 1, Canton Road, Kowloon.
VAUXHALL.—Lane, Crawford, Ltd.
WILLIS-KNIGHT & WHIPPET MOTOR CARS.—Gilmán & Co., Ltd., 44, Des Voeux Road C. Tel. C. 290.

OUTBOARD MOTORS.—Rudolf Wolff & Kew, 54 Queen's Road C. Tel. C.2173.

MOTOR TRUCKS AND TRACTORS.

BROCKWAY MOTOR TRUCKS.—The Asiatic American Co. Tel. C. 244.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.
FARO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
DODGE.—South China Motor Car Co., 33, Des Voeux Road. C. Tel. C. 5644.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.
REO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.
WILLIS-KNIGHT & WHIPPET TRUCKS.—Gilmán & Co., Ltd., 44, Des Voeux Road C. Tel. C. 290.

MOTOR CYCLES.

B.S.A.—The Sincere Co., Ltd., Des Voeux Road. C.1067.
NEW HUDSON MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
RALEIGH MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
ROYAL ENFIELD MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
TRIUMPH MOTOR CYCLES.—The Globe Automobile Co., Ltd., 1, Canton Road, Kowloon.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hong Kong Hotel Garage, Queen's Road. C.4759.
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. K.226.
FIKE TYRES.—Gilmán & Co., Ltd., 44, Des Voeux Rd. C. Tel. C. 290.
MILLER ACCESSORIES.—A. Lung & Co., 19, Queen's Rd. C. Tel. C.1219.
PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. C.4759.
WILLARD BATTERIES.—Gilmán & Co., Ltd., 44, Des Voeux Rd. C. Tel. C. 290.

NICETY OF CONTROL.

Distinguishing Novice from Expert.

In many ways is the "expert" more kind to his car than the most tender-hearted novice, although this may not at first be apparent to him (the novice).

Take, for instance, that early and well-timed change down to second or third—as the case may be—when the engine revs up almost to its maximum. How many novices realise that it is often far happier than if it were slogging uphill on top, almost thumping out its willing heart? There is also no small feeling of satisfaction to the driver as he executes his neat double-clutch change down.

Again, the same applies to cornering methods. Most drivers come up to a corner at their usual speed, then brake when they are either on top of it, or else halfway round, whereas it is far better first to brake when some little distance away, then to change down—and to go round with the engine pulling, ready on a lower ratio to accelerate away out of a possible danger zone, rather than to be ready to brake and stop right in the middle of the road, as so many

people do when confronted with a situation requiring rapid thought and action.

A considerable improvement in acceleration when executing these manoeuvres will be noticed if intelligent use is made of the ignition control, retarding it as the engine loses speed on top, and slowly advancing it again as it accelerates away in the lower gear.

As on the road do the methods of the expert differ from those of the novice, so in the motor house. In these days of detachable starting handles, not many motorists bother to crank their engines by hand before using the starting motor, although in cold weather it is a procedure often well worth adopting.

But perhaps more important still, yet few people are aware of it, is to release the strangler as soon as the engine will run at all. For if the choke is used to help the engine in warming up, the almost neat petrol sucked into the cylinders rapidly washes away what little oil there may be on their walls, and in a few moments as much wear takes place in them on the pistons as in many miles of normal running.

With little thought, and a study of the methods of good drivers, novices of the expert soon become apparent to the less experienced, and, when mastered, please the driver as much as they benefit his car.—J. H. in Autocar.

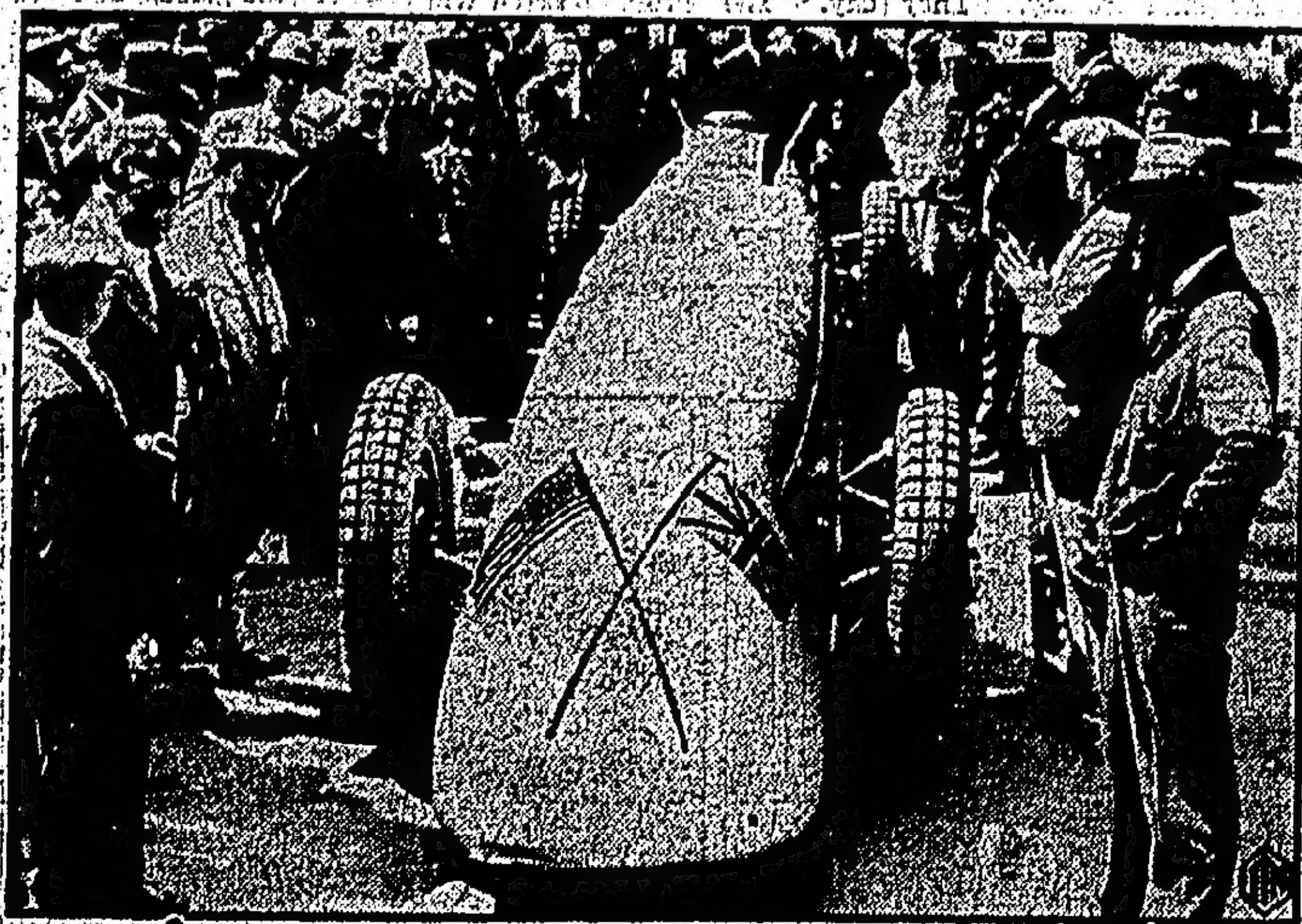
PERAK MOTOR UNION

Formation of Sports Sub-Committee.

Motorists generally and sportsmen in particular will be interested to learn that an energetic Sports Sub-Committee has been formed in connection with the Perak Motor Union. Local speedmen have looked with envy on the motoring activities of other States and it is a matter of surprise that since the highly successful Hill Climb held at Copong two years ago, no attempt has been made to foster the sporting side of motoring in Perak.

The recently formed Sports Sub-Committee propose a number of events during the present year including a Hill Climb, a Reliability Trial, a Speed Event and a Gymkhana, thus offering a variety which will appeal to and attract all classes of motorists.

The first event will be a Hill Climb on a hill within 20 miles of Ipoh and will take place on Sunday, May 18.



Kaye, New, British speed demon, takes his curious-shaped racing car from the train to the beach at Daytona Beach, Fla., where he hoped to break the world's speed record, but abandoned the attempt. In addition to achieving the terrific speed of 231 miles per hour, achieved by his countryman, Major Bagshaw, Kaye intended to send his car hurtling through space at a rate of four miles per minute. He was not to be so lucky, a matter of winning a race, according to the speedster, as it was to be a case of hurrying his "Silver Bullet" through the air at an imaginary target.

TIME TO RE-TIRE

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OBTAINABLE AT ALL GARAGES UPON REQUEST.

Sole Distributors: **GILMAN & CO.**
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PROFITS IN CARS.

Nash Earn \$18,000,000 in 1929.

Total holdings of \$42,011,403 in cash and government securities are disclosed in the balance sheet of the Nash Motors Company, giving the position of that company on November 30, a gain of \$766,699 from the previous fiscal year. Of the total \$17,214,333 is in cash and \$24,797,072 in government securities. Total holdings of cash and government securities at the end of November, 1929, were \$41,244,734.

Net income in the fiscal year, ending on November 30, 1929, was \$18,013,781 after deducting expenses, depreciation and Federal taxes. This is equivalent to \$6.59 a share on 2,730,000 no par shares of stock, and compares with \$20,820,085, or \$7.63 a share, in the previous fiscal year. Dividend payments in the last fiscal year totalled \$16,380,000.

Inventories at the close of the 1929 fiscal year were carried at \$5,246,094, against \$5,809,040 at the end of the previous fiscal year.

Plants Kept in Condition. During the year more than \$2,000,000 was spent in reconditioning the plants of the company for accurate and economical production.

The Nash balance sheet shows current assets of \$53,141,007 and current liabilities of \$2,900,691, net working capital being \$50,240,316. Current liabilities are made up entirely of accounts payable. The company has no preferred stock or bonded indebtedness.

SINGAPORE MOTORS.

Over Ten Thousand Registered.

The following official figures regarding motor vehicles in Singapore will prove of considerable interest:

Vehicles Registered at December 31, 1929.

Private vehicles registered	6,308
Public vehicles registered and licensed 1st class cars	262
Public vehicles registered and licensed 2nd class cars	527
Public vehicles registered and licensed buses	438
Total	7,535

Private motor lorries registered	1,432
Hire motor lorries registered and licensed	753
Total	2,185

Motor Cycles registered 728

Total registration December 31, 1929 10,448

New Registrations, 1929.

Included Above

Motors Cars	1,976
Motor Cycles	181
Motor Lorries	461
Total	2,618

THE SIDE-CAR.

Why It Will Always Be Popular.

"There have always been pessimists who declared that as the small car gets better and cheaper so must the sidecar machine gradually fall into the background," declares Motor Cycling, going on to prove by means of official statistics how wrong those pessimists have proved to be. The article then gives reason why the small car cannot out the combination; the more obvious reasons being, of course, lower original cost and lower running and maintenance costs.

"Yet another sweeping advantage enjoyed by the owner of a combination," Motor Cycling continues, "is that should he meet with an unfortunate breakdown, making it impossible for his machine to be driven home under its own power, he can easily get it to a station and take it home by train. This is substantially out of the question with a car. When a breakdown occurs it has to be towed to a garage and left there for the repairs to be carried out, the owner being compelled to make a double rail journey, in the first place to get home, and secondly, to retrieve his car after it has been put right."



Miss Marietta Perry, who doesn't claim to be a magician, standing beside her wrecked automobile in which she collided with another car, turned a couple of loops and calmly crawled out of the shattered interior with a smile instead of usual marks of her disastrous experience. She agreed, however, that it was a very lucky escape.

Supercharged Cars.

Probably many people interested in motoring have heard of "supercharged" cars, but do not understand the meaning of the word or the operation of a supercharger. It is a device which forces mixture into the engine cylinders by supplementing atmospheric pressure, which, in normal cars, is solely relied upon for the purpose. At high engine speeds, the period during which gas can enter the cylinders is so short that the quantity which can be taken in under ordinary conditions is limited. A supercharger increases the quantity by increasing the pressure behind the gas in the induction pipe. The device is not yet very widely used, being confined to high-efficiency engines and multi-cylinder racing cars. Research work into the principle involved, which is proceeding, is expected to lead to important results.

SPRING CLEANING.

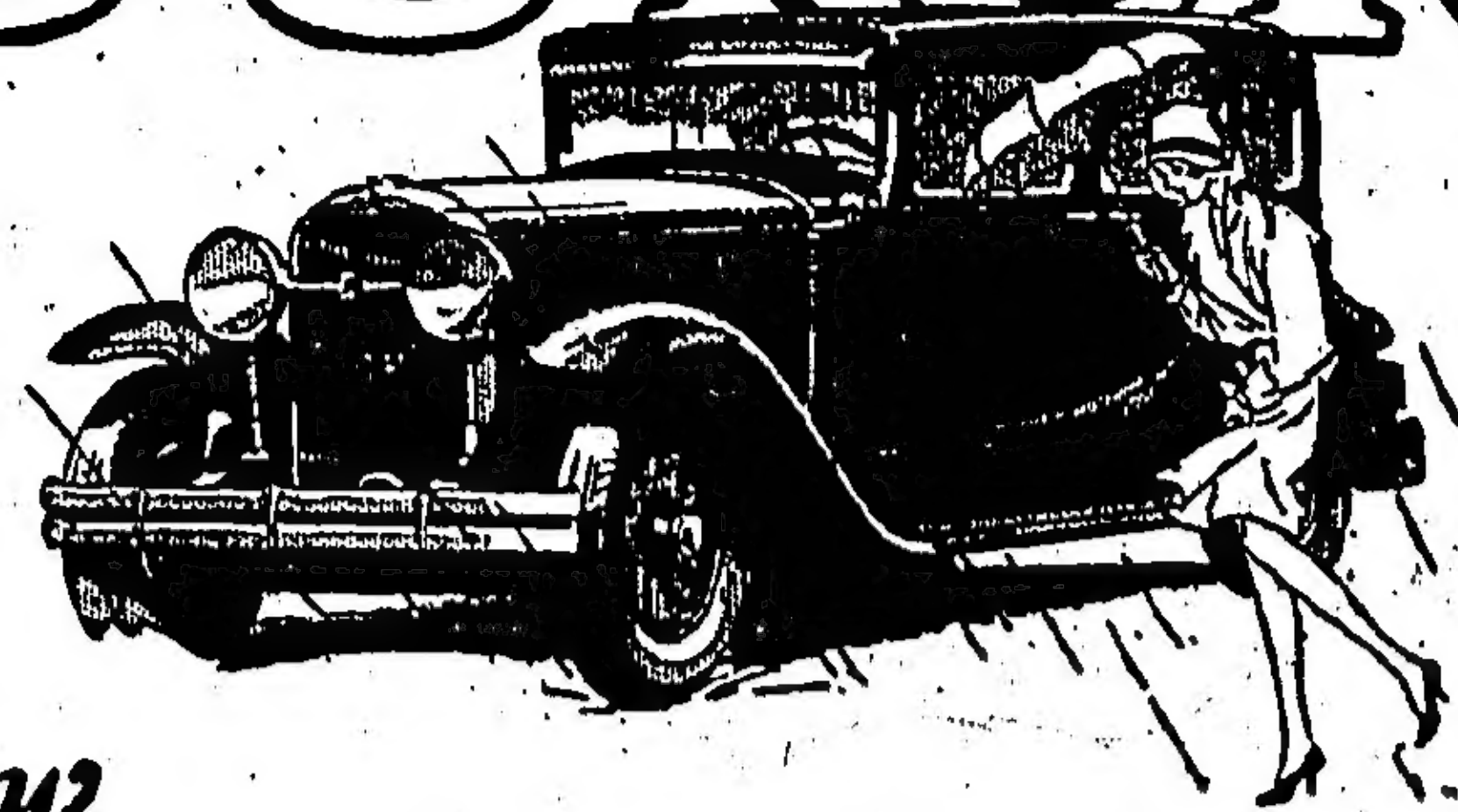
An Overhaul in the States.

Detroit, Mich., March 1. The automobile industry is inaugurating an intensive spring house-cleaning period. It is one in which not only the distributors and dealers are participating, but also the manufacturers. Those familiar with the general plans, say that the clean-up will be drastic—more so even than in 1921.

It was in 1920 and 1921 that the automobile trade experienced its last readjustment period. It was brought about by deflation following the post-war boom. That was the first time that the automobile magnates found that mistaken judgment and miscalculation had led them into over-production. The consequence was that prices had to be reduced to restore equilibrium.

The situation to-day is in contrast to that of ten years ago. The number of companies building cars and marketing them nationally has declined more than one-third, but those remaining, in the field have flourished until their volume and profits are computed in millions as compared with the tens or hundreds of thousands of a decade ago.

THE New BUICK



New

Controlled Servo Enclosed brakes

unrivalled for smooth, sure, silent operation in any weather . . .



To Buick, pioneer of four-wheel brakes, now falls the distinction of another major achievement in this same vital field: the development and introduction of Buick Controlled Servo Enclosed Brakes—the most effective four-wheel braking system ever devised for any automobile!

Buick's new brakes are of the highly efficient internal-expanding type. They are fully enclosed—fully protected against dust, dirt and water—and thus assure maximum braking effectiveness under all weather conditions.

They represent the highest development of the self-energizing principle, which makes the car's own motion provide part of the

braking effort. They reveal unmatched responsiveness to the slightest pedal pressure. And they are so perfectly controlled that "grabbing" is entirely unknown! When you apply these brakes, you obtain the most positive, as well as the smoothest and most silent action you have ever experienced in any automobile! Drive the new Buick! Test not only its matchless new brakes but its brilliant all-round performance, riding comfort and driving ease—all of which combine to establish the new Buick as the greatest value ever offered in the fine car field!

114" Wheelbase Marquette Models	H.K.\$3,900 to H.K.\$4,250
118" Wheelbase Buick Models	H.K.\$4,750 to H.K.\$5,130
124" Wheelbase Buick Models	H.K.\$5,930 to H.K.\$6,015
132" Wheelbase Buick Models	H.K.\$5,635 to H.K.\$7,640

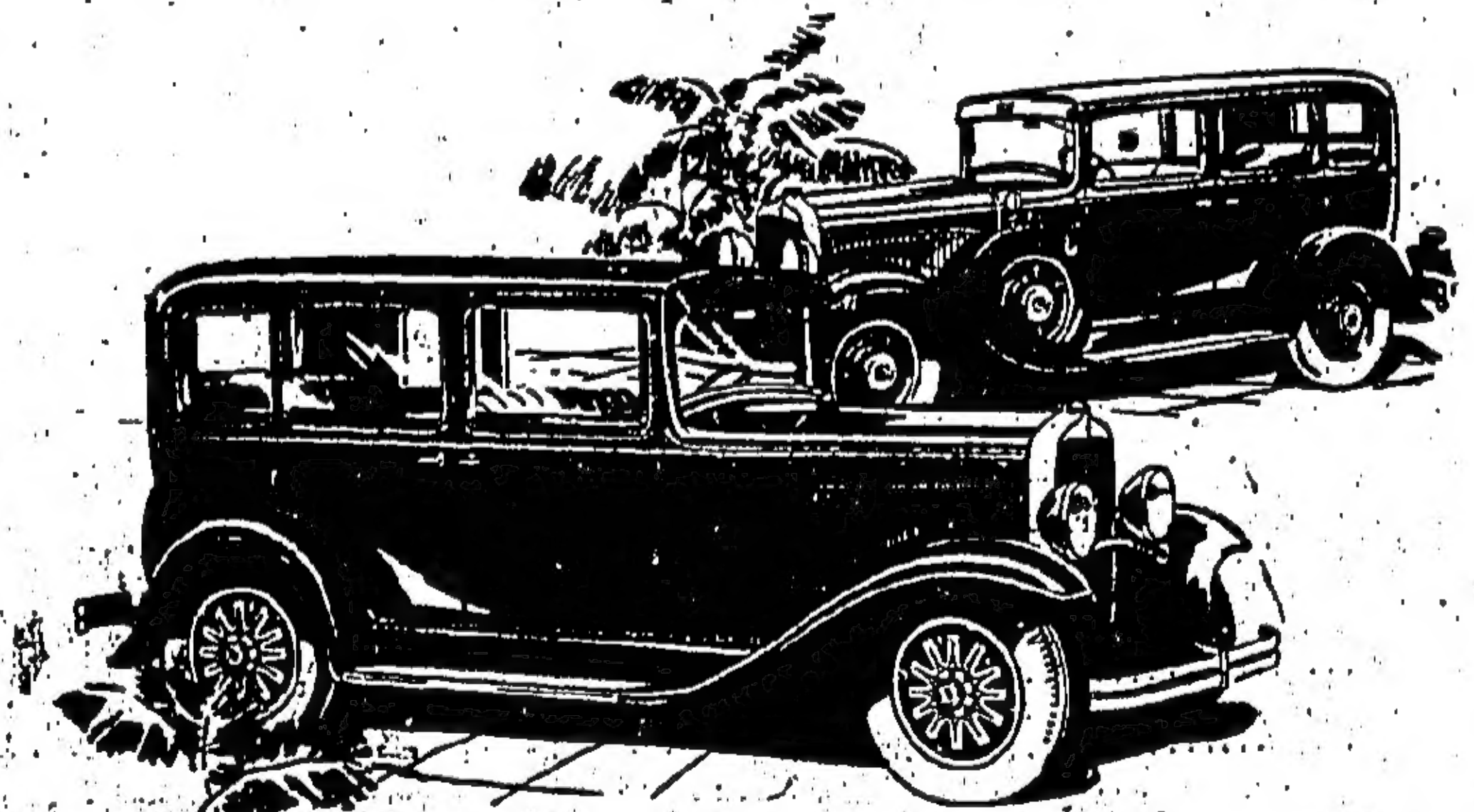
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WHEN BETTER AUTOMOBILES ARE BUILT . . . BUICK WILL BUILD THEM.

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OF AMAZINGLY LOW PRICENEW DODGE EIGHT
SENSATIONAL IN VALUE

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Tel. C. 5644.



A few minutes after his arrival at Daytona Beach, Kaye Don, British automobile race driver, went out to the hard packed sandy speedway and tested the course over, which he hoped to race his Silver Bullet. Don is shown testing the sand on which he hoped to attain a mark of four miles a minute. The speed record is held by another British driver, Major H. O. D. Segrave, who last year speed 231 miles an hour.

The changing view point of the company executives on the status of the used car is reflected in opinions voiced recently.

Charles W. Nash of Nash Motors, has pointed out that used car buying is no longer beset with the element of chance. The driven public to-day is in the habit of turning in its cars frequently as automobile improvements are made by the manufacturers. The great majority of turn-ins are in excellent condition with years of service remaining in them. In addition thorough reconditioning brings them to a high standard. "It is now possible," Mr. Nash says, "to buy and own a large car

with high power, excellent lines and motor, which to all intents and purposes is new, for a nominal figure, as compared with its original purchase price."

According to Emerson J. Poag, sales executive of the Buick Motor Company, "The numerous improvements in performance, riding comfort and appearance have made the used car of to-day an entirely different commodity from the car which went under that name a comparatively short time ago."

"The fact that the car which leaves the factory to-day is a vastly improved product over its predecessors is the greatest single factor in the rising popularity of the used car," Mr. Poag adds.

"There is a growing tendency on the part of the motoring public to buy used cars with confidence. The industry's effort to build better is steadily increasing the amount of dependable transportation in each car."

A. I. Philp, chairman of the board of directors of Durant Motors says the subject of further co-operation on the used car question has been discussed frequently in the sessions of the National Automobile Chamber of Commerce. In justice to the automobile dealer and the public, he believes, the time has come when action should be taken.

"Dealer and public alike must be protected against the so-called 'gyp' and 'one-way'

of doing it is by telling the public the fact that the legitimate automobile dealer is in an infinitely better position than the 'gyp' to sell good merchandise."

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 FREE ILLUSTRATED SUPPLEMENT.
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The China Mail

Thursday, April 24, 1930.
 Third Moon, 26th Day.

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 1845

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 中華民國庚午年三月廿六日

HONG KONG, THURSDAY, APRIL 24, 1930.

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 "PATROCLUS" 14th May M'low, London, Amsterdam & Glasgow
 * via Casablanca.

LIVERPOOL SERVICE.

"IDOMENEUS" 23rd May Genoa, Havre, Liverpool & Glasgow
 "TELEPHOS" 20th June Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE.

(via KOBE & YOKOHAMA.)
 "TYNDAROS" 10th May Victoria, Vancouver & Seattle
 "PROTEUS" 20th May Victoria, Vancouver & Seattle

INWARD SERVICE.

"LIONESS" Due 28th Apr. For M'low, Kobe & Yokohama
 "ANTENOR" Due 30th Apr. For S'hai, Tsingtao, Taku & Dairen

PASSENGER SERVICE.

"PATROCLUS" Falls 14th May at daylight For S'pore, Mar. & L'don
 "ANTENOR" Buys 11th June at daylight For S'pore, Mar. & L'don

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POST OFFICE NOTICE.

RADIO NOTICES

The Radio Office, where full information concerning all wireless services may be obtained at all times, is situated on the ground floor of the P. & O. Building in Des Voeux Road, next to the General Post Office.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

List of ships in wireless communication with Hong Kong (V.P.S.)—Shoko Maru, Bintang, Toyo Maru No. 3, Mantua, D'Artagnan, Tintow, Tjiliwong, Seistan, Hakodate Maru, Yoi Maru, and Kwangchow.

INWARD MAILS

From	Per
THURSDAY, APRIL 24.	
Europe via Suez (Letters and papers, London, Mar. 27, and parcels, Mar. 20)	Mantua
FRIDAY, APRIL 25.	
U.S.A. (Seattle, April 5), Canada, Japan, Shanghai and Europe via Siberia (London, April 6)	President Madison
Japan, Shanghai and Europe via Siberia (London, April 4)	Rajputana
Japan	Helyo Maru
SATURDAY, APRIL 26.	
Shanghai and Swatow	Sunning
SUNDAY, APRIL 27.	
Manila	Empress of Asia
Straits	Fushimi Maru

OUTWARD MAILS

For	Per
THURSDAY, APRIL 24.	
Saigon	Helikon 3.30 p.m.
Sam Shui and Wuchow	Sanning 4 p.m.
*Swatow and Bangkok	Michael Jensen 5 p.m.
Amoy	Sui Sang 5 p.m.
FRIDAY, APRIL 25.	
Shanghai, Japan and *Europe via Siberia	Mantua 8.30 a.m.
Shanghai	Kanchow 10.30 a.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa and *S. American Ports	Buenos Aires Maru 10.30 a.m.
Japan	Ganges Maru 1.30 p.m.
Swatow, Amoy and Foochow	Hai Ning 2 p.m.
Swatow	G.G. Paul Doumer 4.30 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles	Rajputana (Due Marseilles, May 23.)
K.P.O.	
Parcels	Apr. 25, 4.30 p.m.
Registration	Apr. 26, 9 a.m.
Letters	Apr. 26, 9.45 a.m.
SATURDAY, APRIL 26.	
Straits and Calcutta	Namsang
Parcels	Apr. 26, Noon
Letters	1 p.m.
Saigon	Clara Jensen 3.30 p.m.
Manila	President Madison 4.30 p.m.

* Superficial correspondence only.

Printed and published for the Proprietors, The Newspaper Enterprise, by DAVID CHRISTIAN WILSON, business manager, at 34, Wyndham Street, Hong Kong.

R.A.F. PLANE CRASH.

Not the Machine Used by the Prince.

TWO MEN KILLED.

Cairo, Yesterday.
 It is denied that the aeroplane which crashed at Heliopolis was the one in which the Prince of Wales flew.—Reuter.

Prince Returns.

"Rugby, Yesterday.
 The Prince of Wales will arrive at Marseilles in the liner Rawalpindi on his return from Africa early on Friday morning. If conditions are favourable he will immediately leave by aeroplane for London. Squadron-Leader Don, who has often piloted the Prince, will be waiting for him with the machine ready with fuel. One short halt for food and fuel will be made at Le Bourget. Two other machines will act as escort.

The Plane Crash.

The aeroplane which was connected with the Prince's flight from Khartoum to Cairo met with disaster when returning to Khartoum to-day. It crashed over Heliopolis and occupants, Pilot Officer Barron and Aircraftsman Cyril Davis, both of No. 47 Bombing Squadron, Khartoum, were killed. The Air Ministry has no knowledge as to whether the machine was the one in which the Prince actually flew from Khartoum to Cairo. Eleven machines took part in the flight; ten of them escorting the Prince's aeroplane. In any case, it appears that Barron was not the officer who piloted the machine in which the Prince flew.—British Wireless Service.

Earlier Cable.

London, Yesterday.
 The Air Ministry states that Pilot

MARRIAGE OF THE DUCHESS'S DAUGHTER.

MAGNIFICENT PRESENT FROM THE POPE.

A FASCIST UNION

Rome, Yesterday.

The Pope has sent Signor Mussolini's daughter Edda (who tomorrow is marrying Galeazzo Ciano, son of the Minister of Communications) as a wedding present a magnificent gold rosary. The Papal Nuncio brought the rosary to Mussolini's residence in Milan with the Pontiff's good wishes and apostolic benediction.

The marriage will be celebrated in the little church of St. Joseph, the accommodation of which is limited to 100 persons; hence the invitations have been very few. The marriage represents the union of two of the foremost Fascist families.

Count Ciano, the bridegroom's father, is known as "Fidelissimo" (very faithful) on account of his devotion to Mussolini. He is the only Minister who has retained his post since Mussolini assumed power. His war record is very brilliant and he was associated with D'Annunzio in the occupation of Fiume.—Reuter.

Officer Francis Barron and Aircraftsman Cyril Fred Davis have been killed in an aeroplane crash at Heliopolis. Both were attached to a bombing squadron at Khartoum.

It is unofficially stated that the wrecked aeroplane was the one in which the Prince of Wales travelled from Khartoum to Cairo.—Reuter.

LANDLORD SUED.

Rap Over Knuckles for an Official.

RULING REFUSED.

Before Mr. A. W. G. H. Grantham to-day, Mr. Kwan Wing-nin, landlord of Nos. 7 and 23 First Street, West Point, two of a block of houses owned by him, was summoned for "suffering and permitting" the basements of the houses to be used as workshops for box making.

The summonses were brought by the Sanitary Department under the Health and Building Ordinance. Mr. M. K. Lo, who appeared for the defence, submitted that unless the prosecution could prove that defendant actually had knowledge that the basements were being used as workshops, he had no case to answer, as he could not be said to have "suffered and permitted."

His Worship agreed, and finding that the prosecution had not proved knowledge, dismissed the summonses. Constructive Knowledge.

Senior Sanitary Inspector Wood, pointed out that the defendant's rent collector, who was in the position of an estate agent at Home, had knowledge, and suggested that therefore there was constructive knowledge on the part of defendant. He suggested that his Worship should give a ruling on that point as a guide for future cases.

Mr. Grantham refused to remark on that point as the case had already closed.—He had dismissed the summonses on the Ordinance as it stood, and the onus was on the prosecution to prove knowledge.

PRESIDENT LEAVES.

Chiang Kai-shek's Mission to Hankow.

PUBLIC RECEPTION

Nanking, Tuesday.
 After holding a conference with high military officers and civil officials in the capital, President Chiang Kai-shek left this morning for Hankow on board the cruiser Yun Sui. Messrs. Tan Yen-kai, Hu Hon-min, Wong Chung-hui and others saw the President off. In the absence of the President, Mr. Tan Yen-kai will preside at the State Council. Welcome At Hankow.

Upon the receipt of the news of President Chiang's departure from Nanking for this port, the different public organisations are preparing to accord the President a warm welcome. Yang Sen's residence will be the H. Q. of the President during his sojourn in Hankow.

Two bombers and two scouting planes have been sent to Hsiang-fan for the observation of troops movements.—Canton News Agency.

AMUSEMENTS

"I did it for him — for my kid brother!"



THE TRIAL OF MARY DUGAN

with NORMA SHEARER-LEWIS
 STONE H. B. WARNER
 RAYMOND HACKETT.

A Metro-Goldwyn-Mayer
ALL TALKING
 PICTURE

AT THE **QUEEN'S** TO-DAY TO SATURDAY
 At 2.30, 5.10, 7.15 & 9.20.



Wilma Banky
 in the
Awakening
 of Love
 with LOUIS WOLHEIM
 WALTER BYRON

AT THE **STAR** TO-DAY TO SATURDAY
 At 5.30 & 9.20

DIRECTED BY THE MAN WHO MADE
 "THE BIG PARADE"

THE CROWD

With ELEANOR BOARDMAN, JAMES MURRAY
 AT THE **WORLD** TO-DAY TO SATURDAY
 at 5.15 & 9.20.

At 2.30 & 7.15 Chinese Picture, "THE EYING WOMAN."

QUEEN'S NEXT CHANGE

THE ALL-IN-DIALOGUE
 FARCE COMEDY

"THE GHOST TALKS"

with HELEN TWELVETREES.

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What is love when it's built but on the strains of a song? Is it strong enough to conquer all obstacles? Can it make one forget and forsake? "See" Serenade! It's a story of silk, lace and soft music—with Menjou as you've never seen him!

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TO-DAY TO SATURDAY
 at 2.30, 5.30, 7.20 & 9.20 p.m.

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